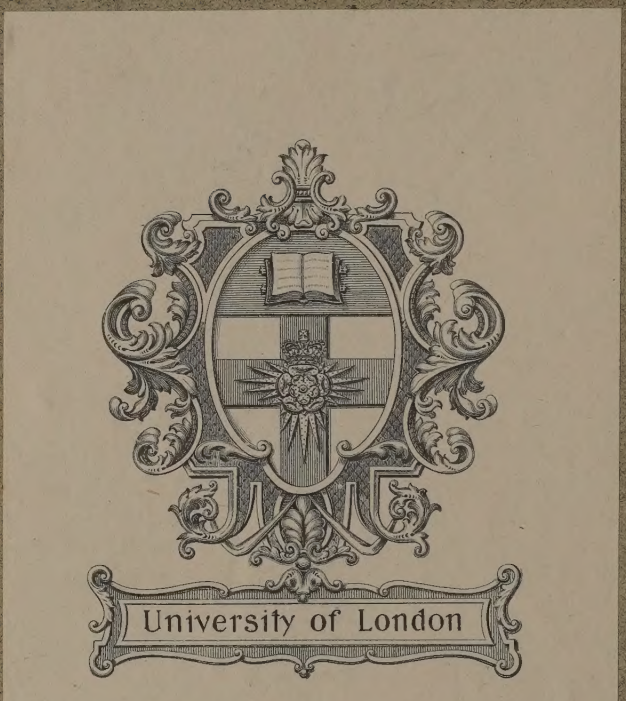
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ACCOUNTS AND PAPERS:

SIXTY-THREE VOLUMES.

—(45.)—

COMMERCIAL REPORTS—*continued.*

Session

31 *January* 1893—5 *March* 1894.

VOL. XCIV.

1893-94.

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1893-94.

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1893.

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No. 1154.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

GREECE.

REPORT FOR THE YEAR 1892

ON THE

TRADE OF THE MOREA.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 980

Presented to both Houses of Parliament by Command of Her Majesty, MARCH, 1893.

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No. 1154.

Reference to previous Report, Annual Series No. 980.

GREECE.

PATRAS.

Consul Wood to the Earl of Rosebery.

My Lord, *Patras, February* 6, 1893.

ENCLOSED, I have the honour to transmit to your Lordship my Report on the Trade and Commerce of the Morea for the Year 1892.

I have, &c.
(Signed) THOMAS WOOD.

Report on the Trade and Commerce of the Morea for the Year 1892.

ABSTRACT of Contents.

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Shipping and Navigation.

The British vessels which have entered the port of Patras during the past 5 years are as follows:— British shipping entered.

Year.	Number of Vessels.	Ton	Crews.
1888	131	116,047	2,928
1889	110	107,691	3,039
1890	108	103,085	2,574
1891	130	123,343	3,074
1892	121	121,612	2,863

Of these latter 113 were steamers and 8 were sailing vessels, of a tonnage of 976 tons, which loaded at Valonea for the United Kingdom.

Freights.

The average rates of freight for currants during the year have ruled as follows:—

Port.		Per Steamer.	
		From—	To—
		£ s. d.	£ s. d.
London	Per gross ton ..	0 15 0	0 17 6
Liverpool	„ „ ..	0 17 6	1 0 0
Bristol	„ „ ..	1 0 0	1 2 6
Hull	„ „ ..	1 0 0	1 5 0
Antwerp	„ „	0 17 6	1 0 0
Holland	„ „ ..	0 17 6	1 0 0
Hamburg	„ „ ..	1 0 0	1 2 6
		Francs.	Francs.
Rouen	Ton of 1,000 kilos.	20	22
Bordeaux	„ „	22	25
Marseilles	„ „	10	15
		£ s. d.	£ s. d.
New York	Per gross ton ..	0 17 6	1 0 0
Montreal	„ „ ..	1 15 0	1 17 6
Australia	Per cubic ton ..	2 2 6	2 5 0

Freights on valonea by steam and sail were 1*l.* 7*s.* 6*d.* to 1*l.* 10*s.*, and 10 per cent. primage per ton.

Regular lines of steamers to Patras.

Steamers of the Cunard and Leyland lines touch alternately once a fortnight at this port, bringing goods from Liverpool and the United Kingdom generally, also from their ports of call, Genoa, Leghorn, Naples, &c.

The Cunard steamers have ceased their passenger service.

Both above lines after discharging cargo here sail for Corfu, Fiume, Trieste, and Venice.

These steamers, coming as they do at regular intervals, afford great facilities, and are of much convenience to importers of British merchandise, and have done a great deal towards increasing the volume of British trade with this port, which has now become the principal distributing centre for the Morea.

Italian and Austrian lines of steamers.

Steamers of the Florio-Rubattino line arrive from Brindisi and Corfu every Tuesday and Saturday with passengers and mails, which now reach us in 4 days from London. Steamers of the Austrian-Lloyd run as usual from Trieste, through Brindisi and Corfu to this port twice a week for various parts of the Levant, and steamers of the same line leave for Corfu, Brindisi, and Trieste on Tuesdays and Thursdays, but are not allowed to carry passengers from one Greek port to another, having no convention to this effect with the Greek Government.

Shipments of currants prohibited before August 28.

By a Law passed in July last the Greek Government has prohibited the exportation of new currants before August 28 of each year. The object of this law is to deter growers from cutting

their fruit before it is thoroughly ripe, and getting it up hurriedly in order to obtain the higher prices which are usually paid for the first parcels put on the market; thus steamers have frequently been despatched for London in the early days of August, whereas currants rarely attain their full maturity before that date, and about a fortnight is required to get them ready for shipment. It is expected that this Law will have a very salutary effect, and that the quality of first shipments of currants will show a great improvement on that of former seasons.

Loading of steamers.

All but the very largest steamers are now able to load in the inner harbours, which have been created by the completion of the outer breakwater, which has a length of over 1,000 yards, and runs at right angles with the quay. Formerly vessels anchored in the open roadstead were often subjected to great delay in loading, as any wind caused a swell which prevented the shipment of currants and other goods in the open lighters, which alone are in use at this port.

Pilotage charge.

Pilotage fee for entering the inner harbour for each steamer is 1*l.*

Anchorage and harbour dues.

The Government proposes levying an anchorage fee on all vessels entering Greek ports, and intends also to increase the light and other harbour dues, but nothing has yet been positively decided, as there is much opposition to these measures on the part of many foreign steamship lines trading with this country.

Greek steamship lines.

Three different lines of Greek steamers work the coasting trade and visit this port daily with mails, passengers, and goods. The Panhellenic line, which has several very fine and large steamers built lately on the Clyde, has a regular service between Trieste and the Black Sea and back, touching at this and various other Greek ports on the outward and return voyage.

Quarantines.

During the currant season quarantine restrictions were the cause of much loss and detention to shipping, but they have now practically all been removed.

Shipwreck.

The British steamer "Sir Francis Drake" stranded in December last on the rocky coast near Cape Malea, and subsequently, notwithstanding efforts made to save her by salvage steamers, became a total wreck.

Exports.

Decrease in value of exports.

Compared with the report of trade and commerce of this district for the year 1891, the return of exports by British shipping shows a decrease of 91,670*l.*

Currant crop.

In consequence of a severe attack of the "peronosporos" which appeared amongst the currant vineyards in the districts of Pyrgos, Olympia, Gastuni, Calamata, and Zante during last spring, the currant crop of 1892 was reduced by about 40,000 tons to 50,000 tons. Almost all the currant growing districts of Greece were visited by this malady, but only in the above was the damage of any serious consequence.

"Peronosporos."

This malady, which has at times caused such great damage to the vines in Italy, France, and elsewhere, is in appearance somewhat like the oïdium, and shows itself first in the form of a white blight or fungus on the leaves, which it partially destroys; it then attacks the bunches at the period when the fruit is just forming, and causes it to wither and drop off. Experts have recommended the powdering of the plants in the spring with a mixture of pounded sulphur, lime, and sulphate of iron, but the expense would be considerable, and it is therefore doubtful if the peasantry will have recourse to this preventive, although great fears are entertained of a recurrence of the malady in the spring.

Shipments of currants.

The shipments of currants during the last year to the various markets of consumption, compared with those of 1891, were—

Country.	Quantity.	
	1892.	1891.
	Tons.	Tons.
To United Kingdom	53,975	64,050
United States	13,211	12,616
Canada	1,328	1,056
France	8,439	23,744
North of Europe	10,344	13,351
Trieste	2,188	1,143
Russia	51	51
Australia	1,473	1,330
Italy	..	535
Total	91,009	117,926

Falling off in shipments to France.

The great falling-off noticeable in the shipments of currants to France is due to the increase of 9 fr. per 100 kilos. (220 lbs. English) in the import duty which came into force in France on February 1, 1892, and caused many of the factories, which made wine from dried currants, to close their doors. Several other vexatious measures interfering with the sale of wine made from dried currants were also, at the same time, voted by the French Chambers; but these latter have now been removed by a vote of the same Chambers, which only requires the ratification of the Senate to become law, when it is confidently expected, both in this country and in France, that the currant trade with France will be resumed on as large a scale as heretofore.

Stock of currants in Greece.

The stock of currants remaining in Greece for shipment at the end of the year amounted to between 26,000 tons to 28,000 tons.

Shipments of currants to United Kingdom.

Shipments of currants to the United Kingdom during the past 5 years were—

Year.	Quantity.
	Tons.
1888..	51,856
1889..	49,923
1890..	56,846
1891..	64,050
1892..	53,975

The price of currants opened at— Prices of currants.

	Per Cwt., f.o.b.					
	From—			To—		
	£	s.	d.	£	s.	d.
Choicest Vostizza	1	13	0	..		
Fine „	1	4	0	..		
Choice Patras	1	3	0	1	5	0
Fine „	1	0	0	1	0	6
„ Provincial	0	18	6	0	19	6
Average Provincial, Pyrgos and Calamata..	0	14	6	0	15	6

A slight decline in the price of the finer qualities has since taken place, but the cheaper descriptions remain unaltered, as owing to the very short crop, it is thought that better prices will be obtained in the spring, particularly if business with France is resumed.

The entire crop of Gulf currants was shipped to the United Kingdom for sale on growers' account. Gulf currants.

The stock of Patras and Vostizza currants remaining in Greece is now very trifling.

By a Law passed in July last by the Greek Chamber, it is a punishable offence to mark any package containing currants for shipment to any foreign market with any name other than that of the district where they were produced. The British consumer can, therefore, now depend upon getting "Vostizza," "Gulf," or "Patras" currants, should he buy a package which has been so marked in Greece. Formerly all kinds of rubbishy currants, grown on the western coast of the Morea, were branded as "Vostizza," "Gulf," &c., in order to deceive foreign consumers. Marking of packages.

Value of exports by British vessels during the last 5 years were— Value of all exports by British shipping.

Year.	Value.
	£
1888..	1,117,570
1889..	1,080,200
1890..	1,159,040
1891..	1,374,000
1892..	1,282,000

These include shipments to all parts of the world, and comprise the value of currants, sultanas, valonea, &c.

The produce of the districts of Pyrgos, Calamata, and Nauplia is included in the above.

Vintage. The vintage was fairly good, although the grape vineyards in some districts also suffered from the effects of the "peronosporos."

Shipments of wine to the value of about 20,000*l.* were made during the season to Hamburg, Amsterdam, Rotterdam, and Marseilles. The wine usually consumed in this country is not suitable for export, as it contains an admixture of rosin, which renders it most unpalatable to those who have not acquired the taste for this resinous compound.

Citrons. Proved very abundant this year, and shipments in pickle of a value of about 800*l.* were made to New York.

Olives. Produced at Salona in the olive groves situate below Parnassus, were a small crop, about 1,000*l.* worth pickled in brine were shipped to New York.

Valonea. This crop was only abundant in Acarnania. The produce of the various districts was—

District.	Quantity.	
	1892.	1891.
	Tons.	Tons.
Acarnania and Etolia	4,500	2,500
Maina	1,200	3,300
Cape Papa (Achaia)	1,000	1,000
Total	6,700	7,300

Valonea is the name given in trade to the cup containing the acorn of the valonea oak tree (Quercus ægillops), it is simply dried in the sun, the acorn is then removed and the cups are shipped in bulk or in bags to the United Kingdom, Trieste, and Germany, where they are ground into powder and used for dyeing and tanning purposes.

Price of valonea. The prices have ruled at from 8*l.* to 9*l.* per ton, f.o.b., against 12*l.* per similar ton ruling last year. The market for this article is at present very dull.

Was very short, and scarcely sufficient for local consumption; present price paying is equal to 46*l.* per ton, f.o.b., in casks. Olive oil crop.

The olive oil crop in the Morea is likely to show an annual decrease, as many fine olive groves are being ruthlessly cut down to make way for currant and grape vineyards, which the peasants find more remunerative.

Are not usually exported from the Morea to the United Kingdom, but this season, evidently, owing to some failure of the crops in Spain and Portugal, some hundreds of tons have been shipped lately to London and Liverpool. Onions.

The grain crops in the Morea were not good, prices ruled at— Grain crops.

Articles.		Price.			
			£	*s.*	*d.*
Wheat	Per imp. quarter		2	16	0
Barley	„ „		1	10	6
Oats	„ „		0	18	6
Maize	„ „		1	8	0
Potatoes	„ „		0	12	6

The cereals produced in the Morea only suffice for 2 months or 3 months' consumption, the remaining requirements are principally imported from Russia, the Danube, and elsewhere, which is a great drain on the resources of the country. It is much to be desired that greater thought and attention be directed towards the growing of cereals in this district; but, as stated before, the peasantry have devoted all their energies to the growing of currants, and all other branches of industry and husbandry are neglected.

These have ruled as follows:— Prices of various articles of export.

Articles.		Price.			
			£	*s.*	*d.*
Nauplia tobacco	Per cwt., baled .		1	10	0
Lamia „	„ „		2	15	0
Valonea	Per ton, f.o.b. ..		8	10	0
Wool	„ cwt... ..		2	0	0
Cotton	„ lb.		0	0	6
Figs (Calamata)	„ cwt... ..		0	13	0
Sultana raisins	„ „		1	10	0

Imports.

In consequence of the great rise in exchange and high cost of bills on England, the value of British goods imported has fallen considerably, say, to 176,620*l.*, against 278,700*l.* in 1891, or a decrease for the past year of 102,080*l.* It is believed that this is only a temporary decline, as Patras, now that there is the facility Decrease in value of imports.

of railway communication, supplies the various towns on the west and east coast of the Morea, as well as Missolonghi and the towns and villages of Acarnania and Epirus, with all description of goods. It is also hoped that the exchange will gradually return to a more normal position.

Prices of imports.

The following have been the ruling price of goods imported, duty paid, compared with those of the previous year, viz. :—

Articles.		Price.	
		1891.	1892.
		£ s. d.	£ s. d.
Maddapolams	Per piece of 40 yards ..	0 14 6	0 15 0
„ prints ..	Per piece of 20 yards ..	0 8 0	0 8 9
Cotton, water twist, No. 16/24 ..	10 lb. bundles	0 10 6	0 9 3
Grey T-cloths	24 yards, 6½ lbs. ..	0 6 4	0 6 10
„	24 yards, 7 lbs.	0 7 6	0 7 10
Lead	Per cwt. ..	1 1 10	1 1 3
Sugar (in bags)	„ ..	2 0 0	2 2 2
„ (in casks)	„ ..	2 10 1	2 15 0
Coffee	„ ..	5 16 6	6 15 9
Pepper	„ ..	3 12 9	3 15 9
Alum	„ ..	0 9 5	0 8 10
Iron bars	„ ..	0 7 10	0 8 0
„ hoops	„ ..	0 7 10	0 8 4
„ sheets	„ ..	0 9 8	0 11 7
„ Swedish	„ ..	0 10 8	0 11 7
Copper sheets	„ ..	4 4 9	4 14 9
Tin (in bars)	„ ..	0 19 6	1 0 0
„ plates (TC)	Per box ..	0 17 0	0 17 6
Dry hides	Per cwt. ..	5 9 0	5 14 9
Red herrings	Per half barrel	0 8 0	0 15 5
Coals	Per ton . .	1 2 0	1 2 0
Salmon	Per tierce ..	5 0 0	5 10 0
Codfish	Per cwt. ..	0 17 0	0 18 0
Rice	„ ..	1 2 0	1 1 0
Rum	Per gallon ..	0 6 6	0 10 6
Indigo	Per cwt. ..	4 17 0	5 11 0

Coal.

All the coal imported here is of British origin, and amounted this year to 19,848 tons, against 15,655 tons in 1891. The importation of coal is likely to increase considerably as the opening of the Canal of Corinth will materially increase the amount of shipping passing through these waters.

Codfish.

Is all imported from the coast of Labrador and Newfoundland. The quantity landed at Patras was 19,247 quintals, against 22,327 quintals (112 lbs. English) in 1891. The consumption has been slightly checked by the deficient crop of olive oil.

Articles whose importation is prohibited.

As a guard against the possible introduction of the phylloxera (vine malady) the importation of all plants, cuttings, fruit, cut flowers, rinds of trees, bulbs, tubers, potatoes, &c., from foreign countries, is strictly prohibited. Luckily the phylloxera has not appeared yet in any part of Greece.

This, as well as matches, playing cards, and salt, is a monopoly of the Greek Government, which itself imports these various articles. Petroleum.

The articles of native industry which compete with foreign imports, and which are considerably protected by the heavy import duty charged on similar goods coming from abroad, are candles, the coarser numbers of cotton water twist, furniture of all descriptions, carriages, glasses, tumblers, decanters, woollen rugs, the coarser description of straw hats, cotton material much used by the lower classes for wearing apparel, wire nails, and the various implements made of metal, such as spades, hoes, pickaxes, horseshoes, &c. Native industry competing with imports.

The value of imports by British vessels during the last 5 years was— Value of imports by British vessels.

Year.	Value.
	£
1888..	283,700
1889..	210,660
1890..	217,240
1891..	278,700
1892..	176,620

These consist principally of Manchester goods, iron, copper, tin, various kinds of hardware, carpets, rugs, woollen stuffs, machinery, coal, &c. France, Germany, and Austria supply these markets with sugar, rice, coffee, pepper, and other colonial produce, paper, lace, and lace curtains, hosiery, passementerie, haberdashery, hats, silk fabrics, made-up dresses, buttons, pins and needles, perfumery, jewellery, pianos and other musical instruments, arms, articles so-called "de Paris," toys, &c. Belgium sends window panes, iron girders, wire coil for nail-making, machinery, guns, revolvers. British imports.

There seems to be no falling-off in the demand for the British goods usually imported to these markets, which, owing to their superior quality, are able successfully to compete with foreign articles of similar kinds offered at lower prices.

It is difficult to say whether those classes of British goods which are neglected by importers and consumers in this country in favour of similar goods manufactured elsewhere, might not be successfully imported into Greece if an effort were made in this direction, but it must be borne in mind that most of our principal merchants and importers visit the centres of production regularly, and they may have satisfied themselves that the original cheaper cost of these goods, as well as their greater suitableness to the requirements of the consumer and the lesser cost of transit, render them more profitable to deal with than the British article.

Exchange.

Ruling rates of exchange.

The rate of exchange ruled very high last year, and was a great check on the importation of goods of all kinds. The following table shows the increase in the exchange since the preceding year:—

Month.	For 3 m/d Sterling Bills.	
	1891.	1892.
	Dr. l.	Dr. l.
January	31 25	34 0
February	31 80	35 0
March	32 10	37 0
April	32 45	36 0
May	32 50	34 0
June	32 20	33 50
July	32 20	34 0
August	32 35	34 50
September	31 55	34 50
October	32 30	35 0
November	32 85	35 70
December	33 75	38 50

It is expected that the increased taxation lately imposed will gradually improve the financial condition of the country, and that the paper currency may increase in its purchasing power.

Public Works.

Corinth Canal.

It has been stated that this work will be completed early in May, and that the inauguration will take place on Saint George's Day, May 5, in honour of his Majesty King George; but a naval officer who has carefully examined the works in progress is of opinion that they cannot be completed and the canal open for traffic before the month of September next.

In any case, and whatever the ultimate result may be to the shareholder in this enterprise, there is no doubt that it will prove of great benefit to the various ports in this vicinity, for several large steamship companies trading with Constantinople, the Black Sea, Asia Minor, and the Ægean Archipelago, have announced their intention of passing their steamers through the canal, as offering a smoother passage than the tempestuous one hitherto often encountered in rounding the southern coast of the Morea; besides, they would afford the passengers by their steamers the satisfaction of a sail through the Gulf of Corinth and Saronic Gulf, both of which are very beautiful and crowded with points of interest; for passengers landing at Patras can visit Olympia and rejoin their ship the next day, at Itea in the Gulf of Salona they are within a few hours' walk of the site of Delphi,

where excavations are being carried on by the French Archæological School, and whence the ascent of Parnassus can easily be accomplished in the summer and autumn; at Corinth the site of the old town and Acrocorinth, whence a lovely view is obtained, may be visited in a few hours, and, generally speaking, without landing; passengers by steamer between this and the Piræus, viâ the Corinth Canal, would on a fine day enjoy 8 or 10 hours of the finest scenery to be met with in the Mediterranean. Shipping generally will benefit by the opening of the canal, for the gulf and its approaches are at present very badly lighted, and it will be necessary, of course, to facilitate the passage of steamers at all seasons and hours, and to place lights at the various dangerous points.

Patras breakwater.

The breakwater protecting the port of Patras in now completed, and proves very useful, as vessels and steamers of large size can now load in the inner harbour in all weathers.

Railways.

The lines from this to Athens on the north-east, and from this to Pyrgos and Olympia on the south-west, continue to run with great punctuality, but the traffic is not heavy enough to render the line a paying one, and the shares which were issued at 275 dr. each have declined in value to 130 dr. each.

The line from Corinth to Nauplia and thence to Tripolitza, in the centre of the Morea, is in good working order, and offers great facilities to travellers wishing to visit Nemea, Mycenae, Argos, Epidaurus, Mantineia, and other places of historic interest.

Unfortunately the line from Tripolitza to Calamata, which was in course of construction, has been abandoned temporarily.

Work on the new line between Diakofto and Calavryta is being carried on, but it will be some time before this line is opened for public traffic.

Provisions.

These have been fairly abundant and prices were—

Articles.	Price per lb.
	d.
Beef	7
Mutton	7
Lamb	8
Pork	6
Vegetables	1½
White bread	2
Brown bread	1½

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1893.

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GREECE.

REPORT BY MR. E. F. G. LAW

ON THE

PRESENT ECONOMICAL AND FINANCIAL POSITION IN GREECE.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 958.

Presented to both Houses of Parliament by Command of Her Majesty, APRIL, 1893.

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1161.	Buenos Ayres	1½d.
1162.	Nantes	1d.
1163.	Beira	5d.
1164.	Galveston	1½d.
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GREECE.

ATHENS.

Mr. Egerton to the Earl of Rosebery.

My Lord, *Athens, March* 13, 1893.

I HAVE the honour to transmit herewith a despatch which I have received from Mr. Law, enclosing the Report which he has drawn up on the Economical and Financial Position in Greece, with a completeness not hitherto attempted. It is scarcely necessary for me to point out the extreme labour, accuracy, and technical experience which the production of this remarkable Report has required.

I have, &c.
(Signed) EDW. H. EGERTON.

Mr. Law to Mr. Egerton.

Sir, *Athens, March* 10, 1893.

The enclosed Report is designed to present a general survey of the present Economic and Financial Position in Greece, and specially to afford the means of estimating the probabilities of realisation of the Budget for 1893, as recently presented to and accepted by the Greek National Chamber.

The value of such a report must depend on the completeness and accuracy of available official accounts and statistics, and on the opportunities enjoyed for observation of economic conditions. It is with regret that I have to state that, failing time for travelling in the provinces, and lacking a knowledge of the language, I have had to form opinions without the light to be obtained by personal, independent observation, and I have had to confine myself to the study of official information, and to gathering the opinions of those persons whom I have met in the capital.

As regards official information, a great mass of material has been freely placed at my disposal. In examining accounts, however, difficulties have been experienced from my want of knowledge of the language, and also, though there can be no doubt as to the absolute good faith with which accounts are kept, there is an apparent want of harmony of system, particularly noticeable between the accounting of the Auditor-General and that of the various Ministerial departments. The constant preparation of lucid

statistical tables appears, unfortunately, to have been somewhat neglected, and further, undue importance is continually given to calculations based on assessments of revenue, to the comparative neglect of the more useful study of actual results, established by the returns of revenue receipts, during past periods.

The existence of a Statistical Department dates only from the end of 1886, and even since that date there have not always been the desirable means and staff at its disposal. Notwithstanding, therefore, the very cordial assistance given by every official with whom I have come in contact, the preparation of the tables now presented, has been a long and heavy task, and I cannot but fear that the results of working under pressure, must prove apparent, both in the incompleteness of my work, and in the necessity of passing over certain discrepancies, unimportant, I think, in themselves, but nevertheless a blot in a report of this nature.

The economic prosperity of Greece has recently been seriously questioned. It must, however, be remembered in considering this question that the independence of the country only dates from some 60 years back. The progress made during that period is certainly remarkable. To give some idea of recent progress, it will here suffice to mention that, whereas in 1870 the population of Greece was slightly under 1,500,000, it now slightly exceeds 2,250,000*; and whereas the total revenue up to 1875 was under 25,000,000 dr., it should now somewhat exceed 100,000,000 dr. On the other hand, it is admitted that a grave crisis to-day threatens the continued prosperity of the country, and the question at issue is, whether this crisis is due to permanent, unfavourable, economic conditions, or to unfortunate financial administration. If it be held that the difficulty is solely due to unsuccessful financial administration, a further question arises—Are the resources of the country sufficient, with reasonable care, to meet existing difficulties, or is the financial position so compromised as to be beyond remedy, without prejudice to the honour of the Greek nation, and the legitimate rights of its creditors?

The information contained in the accompanying report may, I hope, be found sufficiently complete and satisfactory to justify the opinion that, with temporary assistance, the present crisis may be tided over, and that proper care in the future may secure the continuance of the hitherto normal development of the country. Without such care in the future no temporary assisttance can avail to prevent final misfortune.

I have, &c.

(Signed) E. F. G. LAW.

P.S.—In forwarding this report I would avail myself of the opportunity to call attention to the very hearty and valuable assistance which I have received from Mr. Elliot, Secretary of this Legation, and Mr. Martelaos, the Chancellier, and I am glad to be able to record my gratitude to both these gentlemen.—E.L.

* A certain portion of this increase is due to the enlargement of the kingdom by the addition of Thessaly and Epirus, with a population approximating 350,000.

Report on the Financial Position of Greece.

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Sketch of method adopted in report.

I propose in the following pages to consider first the returns of the revenue for such a period of past years as may give a general idea of its stability and progress, and next the estimates and probable results for 1892 and 1893. The same course for a similar period and dates will then be followed as regard Expenditure.

I next propose to examine the Public Debt, and the amount and nature of the demands it entails on the revenues of the State. Finally, I shall pass to the consideration of the present

financial crisis in Greece, and of the resources available to meet it, as well as the best form in which to apply them.

I have endeavoured to present the annexed tables in such form as to require a minimum of comment or explanation.

System of Accounting.

Term of the financial year.

In dealing with calculations and considerations affecting revenue returns and expenditure in Greece, difficulties affecting precision frequently arise from the fact that the term of the financial year (22 months, from January 1, to October 31, of the following year) overlaps so considerably the ordinary year of 12 months. Estimates for expenditure are presented for the ordinary year, of 12 months, commencing January 1; but as regards both expenditure and revenue, they include, as a matter of accounting, a very important number of items, dating in the first 10 months of the succeeding year.

Further, accounts for any given year, are formally closed October 31 of the succeeding year, for the purpose of presenting the definite accounts for that financial period; but even these accounts may be subsequently modified by the practice of keeping open the books for a total period of 5 years, for the entry to the right year of such items as have not been ascertainable at the proper date.

Disadvantages of its length.

It may be necessary in Greece, for the proper closing of accounts of the financial year, to extend its term beyond 12 months; but I think much simplification would result from reducing the present, to my mind, exaggerated term.

Under the present system, all revenue derived from assessments made even at the very end of the ordinary year, and often necessarily collected only in the following year, is credited to the year for which the assessment was made, provided it is realised within the financial term of 22 months. I do not see the necessity or advantage of this system, and some modification is, I think, desirable, though an abrupt change would be difficult to effect. As it is, the Finance Minister is obliged in the winter of one year to make an estimate of revenue, to be derived from crops which will only begin to grow in the following spring, and about which there can be no certainty till the succeeding autumn.

I pass from this brief criticism of certain details of method, to the consideration of the receipts of revenue during the last 10 years.

Revenue Receipts.

Revenue, 1882 to 1886.

Table A I. shows the ordinary and extraordinary receipts of revenue from 1882 to 1886.

It will be observed that the ordinary revenue was very fairly and steadily progressive, and indeed the results shown would be highly satisfactory, if there had been no important increase of taxation during the period. Taking, however, into account the

increase during the period by new taxes, which produced over 8,000,000 dr., the ordinary revenue of 1886 shows, as compared with that of 1882, a falling-off of approximately 3,770,000 dr. This would be a very serious and unfortunate result could it not be accounted for by the circumstance that, during the years 1885 and 1886, the country was completely disorganised by the mobilisation of the army, and by events on the Turkish frontier.

The extraordinary receipts derived from various loans raised during this period can best be considered in connection with the expenditure for which they provided.

Table A VII. shows the comparative actual revenue receipts for the financial years 1887 to 1891. The receipts for each separate year are given in Tables A II. to A VI. Revenue, 1887 to 1891.

Although during this period many changes and considerable increases were made in taxation, nevertheless the principal taxes having continued to be derived from the same sources, and the general system of accounting having been fairly maintained, it is from the consideration of this period, that the most reliable opinion can be formed, as regards the returns of revenue likely to be realised during the next few years.

The receipts in the year 1887 were doubtless somewhat under the influence of the perturbations of the two previous years; but from that year forward the results obtained may be considered as having been arrived at under normal circumstances.

The grand totals shown in Table A VII. contain, under the last headings, items which are affected by methods of accounting, and by circumstances entirely independent of economic prosperity. If the totals of such receipts, to be found under the headings "Sundry Repayments and Deductions from Budgetary Expenditure," and "Sundry Receipts and Arrears," be deducted, the following approximate results are obtained:—

Progress of revenue.

RECEIPTS.

Year.	Millions of Drachmæ.
1887..	74·56
1888..	80·1
1889..	78·42
1890..	74·42
1891..	80·21
1892..	82·67

These figures afford a fair basis on which to form an opinion as to general progress. The falling-off in 1889 and 1890 requires some special explanation. In 1889 the loss of 1,500,000 dr. is to be found in the customs receipts, which were some 2,000,000 dr. less than in the previous year. In 1890 the great falling-off is in the collection of direct taxes, and in the result of sales of State property. Direct taxes yielded some 3,000,000 dr. less than in 1889, owing to the late assessment of the license tax, which pre-

Falling off in 1889.

Falling off in 1890.

vented due collection in the towns of Athens, Patras, and Syra, and to the reduction in the rates of taxation on ploughing animals, wine, and cattle. The loss under these heads is estimated at over 2,500,000 dr., and the sales of State property produced 500,000 dr. less than in the previous year. The political opponents of the party, at that time in power, further account for the diminution of revenue, by charging the then Government with slackness in administration.

The general results for the whole period are fairly satisfactory, and the indications of apparent instability shown by the indifferent returns of 1890 lose their special significance when examined with the light of the explanations offered.

Net revenue from economic sources.

The economic condition of the country can be studied in closer detail, and perhaps to greater advantage, in Table C I., where the net receipts from different important classes of revenue are given from 1885 to 1891, together with the estimated returns for 1892. In examining these figures, the impression is conveyed that the considerable increase in taxation under certain heads in 1887 and 1888 was rather too sudden, and

Influence of rapid increase of taxation.

that after the first effort it weighed unduly on the country, which took some 2 or 3 years to recover after feeling its full effect. This impression is confirmed by an examination of Table C VI., where a few important sources of revenue have been taken, and the proportional effect of increased taxation tabulated. It would not, however, appear that the taxation had been universally too high, as Table C I. shows a very steady and satisfactory increase in many of its columns, and particularly in the totals of net receipts from indirect taxes.

Increasing receipts from indirect taxes.

In any case, it is certain that even if taxation has not been in all cases, and at all times, imposed in the most judicious manner, the country, as a whole, is even now not heavily taxed. This

Incidence of taxation.

fact is sufficiently established by the results shown in Table F III., where the incidence of taxation is found to have been 1*l.* 4*s.* per head in 1887, is 1*l.* 6*s.* 6*d.* for 1892, and is estimated at 1*l.* 10*s.* 1*d.* for 1893. In Italy, with which some comparison may be fairly instituted, the incidence of taxation per head, calculated on a similar system, would appear to be roughly 50 lira, or say 2*l.*, whilst in the United Kingdom it was already in 1885 calculated at 2*l.* 1*s.* 1*d.*, without including local taxation, which with us is exceptionally heavy.

I now pass to the estimates for 1892 and 1893.

Estimates, 1892 and 1893.

As regards the year 1892, it must be remembered that as the financial term extends to October 31, 1893, and as a considerable portion of the direct taxes can only be collected in this year, the final results which may be attained, still remain, for a certain portion of the revenue, to a considerable extent, matter of speculation. The receipts from indirect taxes are, however, already

Receipts from indirect taxes.

known, and are to be found in Table A IX. compared with my independent estimate for revenue, from the same sources, made at the end of November, 1892.

Excess over official and

It will be observed that the results have exceeded my

anticipations by 989,226 dr., but of this excess some 500,000 dr. received from customs is probably due to hurried importations, induced by the prospect of higher duties. Allowing even for this probability, the results are highly satisfactory. independent estimates.

In Table C II. such results of revenue returns as are already known for 1892 are compared with those of 1891, and a comparison is also instituted between the receipts of the first, and the second half of the year 1892. The figures tabulated show that, although in the first 6 months there was a falling-off of about 1,250,000 dr., this loss was not only made good before the end of the year, but the total for the year gave even an excess over 1891, of no less than 3,108,760 dr. This, on a portion of the revenue, exceeding 55 per cent. of the whole, shows an advantage of upwards of 6 per cent. over the estimate made by the present Minister of Finance on assuming office last summer. The improvement, which is certainly remarkable, is attributed by the friends of the present Government to more careful administration under their direction.

As regards my independent estimate for the revenue of 1892, which is given in Table A VII., the calculations and considerations on which it is founded are to be found in Table A VIII. and in the notes attached to that table. Calculation of estimate for 1892.

In many instances, and particularly as regards revenue classed under the last two chapters, where the dates, arbitrarily fixed of making up accounts, are all important, the calculation by averages of receipts, during corresponding periods in previous years, is of no practical value. In these cases the percentage calculation is shown in italicised figures, and in the notes attached to the table, the considerations affecting these and other items, and independent of percentage calculation, are fully set forth.

The grand results of my calculations show in Table A VII. an anticipated revenue for 1892 of approximately 91,000,000 dr. Such a result would certainly be very satisfactory, and the returns above mentioned, of revenue already ascertained, would appear to prove that my estimate has at least not erred in the direction of liberality.

The result of my calculations for estimation of revenue receipts for 1893 is given in Table A X., where a comparison is made with the official estimate, according to the Budget presented to the Greek Chamber. The notes attached to this table explain the considerations which have guided my estimate. In Table A XI. special amounts to be paid in gold, under the new Law decreeing and regulating such payments, are indicated. Calculation of estimate for 1893.

Under existing circumstances it is of the highest importance that the amount of revenue likely to be received in 1893, should be carefully considered, and as far as possible accurately estimated. It will be observed that my estimated total, amounting to 101,164,300 dr., falls short of the official calculation by about 9,170,000 dr. The official calculation is, however, given as for assessment and not for actual receipts, whereas my figures being based solely on actual receipts, the loss by arrears in collection, Comparison of official and independent estimates.

omitted in the official statement, is fully taken into account in reaching my totals. The Minister of Finance estimates for a reduction of his total by about 6,000,000 dr. on account of arrears, and announces a clear revenue of approximately 104,330,000 dr. The difference between the official and my independent estimate is therefore reduced to about 3,170,000 dr.

Arrears in revenue collection.

This question of arrears on assessment in collection of revenue is a very serious one. In Tables B I. and B II. I have made calculations showing the average loss of revenue by arrears during the last 10 years, both as regards totals, and also as regards the particular heads under which they fall most heavily. Table B II. shows the average loss by arrears affecting ordinary revenue to have been for the last 10 years about 6,250,000 dr. The average for the last 5 years is, however, over 7,300,000 dr, and I think that, particularly with the introduction of new and increased taxation, it is prudent to allow this figure to stand in estimating for 1893. Making, then, allowance to this extent for arrears in the current year, the real excess of the official, over my independent estimate, would be reduced to something under 2,000,000 dr. The probable amount of the receipts from collection of arrears from former years, is in Table A VII. estimated for under the heading "Sundry Receipts and Arrears," and does not affect the foregoing considerations.

Consideration of details of estimate for 1893.

Considering the different chapters in my estimate for 1893, it will be observed that I put the receipts from direct taxes, at approximately the same figure as was realised in the previous year. This estimation is some 4,000,000 dr. under the ministerial calculation for assessment; but it is specially in this class of tax that arrears make themselves heavily felt. About 2,000,000 dr. of the difference is to be found in the estimation of receipts from house and license taxes, and though it is to be hoped that greater activity, and accuracy in assessment, and collection, will produce important results in the returns from these taxes, I have not thought it prudent to go beyond a figure fairly justified by previous experience.

Excise and Duties I estimate at some 4,000,000 dr. more than for 1892. The remarkable improvement already observed in the yield of the tobacco tax justifies the anticipation of a large increase of revenue from that source. The excise on wine is a new tax, and, whatever is received from it, will be clear gain as compared with former years. The returns from customs should, with the recent increase of duties, produce a handsome addition to the revenue, but the stability of customs receipts must evidently depend on the maintenance of a reasonable rate of exchange for the drachma. Customs receipts are also largely influenced by the good or bad yield of the corn harvest in Thessaly. If the harvest is good, the important receipts from the duty on foreign corn must decline, and although the country in the end benefits largely, the immediate direct influence on the revenue is adverse.

Stamps and Dues I estimate to give an increase over 1892 of nearly 2,000,000 dr. This is a steadily progressing class of

revenue, and special progress may be expected from the new stamp dues now introduced.

The Monopolies are estimated to give 1,000,000 dr. more than in 1892; 650,000 dr. of this increase is on cigarette paper, and corresponds with the proportionate increase in the yield of the tobacco tax. With the single exception of playing cards, the other articles of the monopolies have all shown good progress of late.

Under the remaining headings no further important increase is estimated, but account is taken of the inclusion in the Budget of the communal contributions in aid of education and police service. From want, however, of previous experience to guide estimation, these are perhaps the least certain items of revenue in the Budget.

The notes in the Appendix on the estimate for 1893 will, I think, show that my calculations have been made with due prudence in detail, particularly in view of the fact that I have included my estimated receipts for 1892 in the basis of my calculations, and it has already been proved that I was under the mark for that year. I think, therefore, that there are fair grounds for assuming that the revenue for 1893 will, under normal circumstances, at least reach the 101,000,000 dr. at which I place it.

Expenditure.

I now turn to the consideration of annual expenditure.

Tables showing annual expenditure.

In Table D I. will be found the actual expenditure for the years 1882 to 1886 inclusive, and in Table D IX. the actual expenditure for the years 1887 to 1891 and the official estimate of expenditure for the years 1892 and 1893, whilst the separate expenditure for each year, actual and estimated, 1887 to 1893, is to be found in Tables D II. to D VIII. inclusive.

System of classification.

I have adopted a classification of my own, with the object of presenting the figures in as simple and compact a form as may be, and of separating, as far as possible, special, or extraordinary expenditure, from ordinary expenditure. I have classed as special expenditure, outlay of such nature as may, I believe, be fully kept under control, and except, as far as obligations under contract already exist, may even be temporarily abandoned. The ordinary expenditure is such that, though by care and watchfulness, economies may be effected in detail, the actual heads of expenditure are necessarily permanent, and cannot be suppressed without grave injury to the administration of the State. My object is to arrive at an approximate figure for obligatory normal expenditure, but although I think it is possible to fix such a figure with sufficient accuracy to serve as a guide for practical purposes, I must point out that there are considerable difficulties in controlling the amounts inscribed in past years under the heads of "Public Debt" and "Ministry of Finance" owing apparently to an unfortunate absence of permanence of system in the official manner of dealing with expenditure thus classed.

Calculation of normal expenditure.

Dealing with the totals for ordinary expenditure in Table D I. and Table D IX., it is clear that, for the purpose of estimating a normal figure for the future, the service of the Public Debt must be excluded, as this is each year a fixed amount, independent of requirements in previous years. The sums put down to road-making must also be specially dealt with, as, though it is necessary to maintain existing roads, and perhaps to undertake some further construction, it is unnecessary for the present to spend such large sums as have been laid out in some former years. In the Ministry of Finance the large, and varying, sums must be deducted, which at different dates have been paid to close the accounts of earlier financial years.

Following this system I obtain the results shown in Table D XII. I have not included in this table calculations made on the same basis for the years 1882 to 1886, as, owing to the extraordinary expenditure incurred in the Ministries of War and Marine, and the general disorganisation of the finances, in connection with the mobilisation of the army, and political movement in 1885 and 1886, it is difficult to arrive at any satisfactory conclusions from the study of a period including these years. It will suffice to state that, before the untoward influences mentioned, the expenditure under the heads tabulated in Table D XII. was for 1882 approximately 40,500,000 dr., and for 1883 approximately 44,000,000 dr.

To arrive at a fair general estimate of expenditure for 1893, I take from Table D XII. the average expenditure for the years 1889, 1890, and 1891 (of which years the accounts are closed), plus the amounts estimated in 1893 for the service of the National Debt, for road-making, for payments relating to accounts of previous years, and for the new charges corresponding with the new communal contributions for primary education and police.

The estimate for 1893, then, stands as follows:—

Independent estimate of expenditure, 1893.

Description.	Amount.
	Drachmæ.
Average expenditure, 1889, 1890, and 1891 (Table D XII.)	56,450,000
Service of the National Debt	35,438,286
Road making (official estimate)	1,550,000
Payments for account previous years (official estimate) ..	452,887
Education (new additional charge)	3,820,000
Police (new additional charge)	1,735,000
Total	99,446,173

Economies to be realised in 1893.

According, therefore, to a calculation based on previous years, and without allowing for any economy during the current year, the expenditure would amount to, approximately, 99,350,000 dr. Certain economies, specified in detail, and which should prove perfectly realisable, are however promised in the Ministerial Budget, and of these the most important are:—

Description.	Amount.
	Drachmæ.
Ministry of War (compared with average 1889, 1890, 1891)	2,290,000
Foreign Affairs („ „ „)	380,000
Interior („ „ „ but eliminating reduction for road making and increase for police)	820,000
Marine (allowing for increased expenditure in lighthouse maintenance)	277,000
Total	3,767,000

As compared with the average of the three years I have taken as a basis, some further economies are shown in other departments, and, notably, an important sum is saved in the Ministry of Justice. Without taking these latter amounts into account, and deducting only the economies above specially noted, the total expenditure, according to my calculations, (as distinct from the Official Estimate) will be under 95,600,000 dr. To this amount, however, should be added the increase of expenditure shown in the Ministerial Budget, under the heads "Allowances and Pensions" and "Education and Ecclesiastical Affairs." The increase in the former is 532,710 dr., and in the latter (excluding the 3,820,000 dr. for primary education already taken into account) there is still an increase of 467,803 dr. Adding these two sums to my estimates an approximate total expenditure of 96,600,000 dr. is reached, and I believe that this figure ought not to be, and will not be exceeded.

With my estimated revenue of 101,000,000 dr., this calculation leaves a clear surplus exceeding 4,000,000 dr., and it may fairly be hoped that it will reach 4,500,000 dr. Budget surplus.

Before closing the subject of the probable results of the financial year 1893, I should point out that in my calculations I have taken no account either of supplementary credits, such as in years past have so constantly swelled the expenditure beyond the limits of the original estimates, or of the unexpended credits, which, though in lesser proportion, have equally constantly influenced the totals of expenditure.

Tables D X.* and D XI.* show respectively the amounts of extra and of unexpended credits during the years 1882 to 1891 inclusive. It must be recognised that the large proportion of supplementary credits, as compared with budgetary estimates, has hitherto been a blot on Greek financial administration, but some compensation is to be found in the large amount of the unexpended credits. Under the system existing in Greece no credit can be transferred from one chapter of the Budget to another, and consequently the existence of unexpended credits, and the granting

* The figures in these Tables do not correspond with those shown in Tables D I. to D VI., but the latter include many credits which should properly be classed as "extraordinary," whilst the former have been specially considered and represent only sums which may fairly be attributed to the normal requirements of the State.

of extra budgetary credits, are, within certain limits, a necessity. If from the totals given in Tables D X. and D XI. the items noted under Public Debt and Ministry of War be deducted, the averages of the extra and of the unexpended credits for the years 1887 to 1891 will be found to be not widely different. The extra credits for the Ministry of War were last year reduced to the very modest sum of 105,000 dr., and as the estimates for this department, for the current year, have been the subject of very special care, it may be hoped that there will this year be no unforeseen expenditure of sufficient amount to require notice. The service of the Public Debt, too, having been fully provided for in the estimates,* there can be no unexpected demands on this account, and consequently the two departments specially named may be left out of consideration in estimating the influence of probable modifications of the Budget, and it may reasonably be anticipated that such supplementary credits as may be found necessary, will, when the accounts of the year are closed, be balanced by the amount of the unexpended credits.

Public Debt.

Outstanding Public Debt.

Table E I. gives a general statement of the Public Debt of Greece on January 1, 1893, showing the outstanding capital debt to be 597,942,167 fr. and 151,696,184 dr.,† or, if the drachma be taken at par, 749,638,351 fr.‡ in total. Of this sum the Floating Debt, including the forced currency loans, amounts to 100,120,051 dr. and 37,923,167 fr., and the actual issue of notes for Government account is 87,784,120 dr.

Annual charge for service of debt.

Table E II. shows an annual charge for interest and sinking fund amounting to 31,133,549 fr. and 3,778,060 dr., or, taking the drachma at par, to 34,911,609 fr., and this was increased by January 1, 1893, to 35,329,514 fr.

Surplus of assigned revenues.

Table E III. shows the comparison between revenues assigned, and the amounts required to defray the interest and sinking fund charges, which they guarantee. This table seems to be particularly worthy of attention, as showing a surplus of assigned revenues, considerably over 100 per cent. in excess of the payments guaranteed. It also shows apparently undesirable complications in the manner in which proportions of revenue from the same sources are assigned to different loans. The idea would suggest itself that, when general circumstances are favourable for such an operation, it would be both in the interest of the Greek Government, and of the bondholders, to consolidate some of these liabilities and to amalgamate the guarantees.

Forced circulation.

Table E IV. shows the amount of the issues of bank notes for forced circulation, which have from time to time been authorised by the Legislature. The total issue authorised, including small

* No charge is estimated for a new loan, and if a loan is made the cost of service of the Public Debt will be directly increased.

† By the terms of the convention for the loan of 16,500,000 fr., the Government have the right, up to August next, of paying it off at par.

‡ Without including the Capital Debt on account of the Loan of the Three Powers, as the exact amount of this does not appear to be clearly defined.

notes, is now 88,000,000 dr., and of this amount the Government had, up to the end of 1892, taken something over 85,500,000 dr.

Comparison of note issue and rate of exchange.

Table E V. shows the movement of the total note circulation and the comparative average annual rate of exchange for the last 15 years. The comparative variations month by month of the exchange, and the corresponding amounts of circulation, are shown in a chart marked E VI.

Influence of speculation on rate of exchange.

An examination of Table E V. and Table E VI. shows at once the strong and abnormal influence of speculation in regulating the rate of exchange. It will be observed, for instance, that with a circulation exceeding 88,000,000 dr. in 1884, the exchange was practically at par. In 1889, with a circulation increased by about 30 per cent., the exchange had risen about 20 per cent. In 1891, with a circulation approximating 138,000,000 dr., the exchange was 1·29¾ dr., and an increase of only 6,500,000 dr. in 1892 brought the exchange up to 1·42¾ dr.; that is an increase of 4·7 per cent. in the circulation, provoked a rise of 10 per cent. in the exchange. The monthly variations, as shown in the chart, are still more remarkable.

The instability of the exchange is most prejudicial to the interests of the Government, but it is easily accounted for. The market is exceedingly limited, and the Government is entirely without the means of exercising the smallest control over it. The necessities of the Government to procure gold are always known and exaggerated, and half-a-dozen speculators are able to control rates arbitrarily, and to seize every trifling occasion to work the market to their own profit, and to the prejudice of the Government.

Amount of notes to be withdrawn.

The conclusion to be derived from the foregoing considerations, is unfortunately a negative one, namely, that it is impossible to fix a definite figure for the excess of the currency. Taking the amounts of the circulation in 1884 and 1885, when the drachma was for practical purposes sufficiently near its par value, it would seem that at that date the legitimate amount of the circulation was some 70,000,000 dr. to 80,000,000 dr., and on such an assumption, the present excess, which it is necessary to withdraw, might be fixed at some 70,000,000 dr. Account must, however, be taken of the necessity for an increase in the note circulation to correspond with the general development of business in the country during the last 8 years. It is therefore perhaps reasonable to suppose that legitimate requirements would now justify a note issue of 80,000,000 dr. to 90,000,000 dr., and consequently that the withdrawal of notes to the amount of 60,000,000 dr. will suffice to restore equilibrium. In any case it is abundantly clear that no arbitrary figure should be fixed for the exact amount to be withdrawn, and that want of caution in retiring the excess circulation might easily provoke a commercial crisis. Further, it is evidently essential, by a re-organisation of the National Bank, or other means, to free the Government from the embarrassment of finding itself continually at the mercy of local speculators, when arranging for remittances abroad.

Before leaving the consideration of the Public Debt I shall

touch on two points, which have, I believe, been raised in a manner calculated to discredit Greek finance.

Terms of Convention for Monopoly Loan.

First, with reference to the purchase of gold, and remittances abroad, for payments on account of the Monopoly Loan. The Greek Government consented last autumn to the Company buying gold, and remitting direct, at such dates as may appear suitable to the management, but it maintains that this is a generous concession to the wishes of the bondholders, which it was under no kind of obligation to make. In support of the Government view, the Finance Minister quotes Art. 13 of the Monopoly Loan Convention.* The terms of this article expressly limit the independent action of the Monopoly Company, in buying gold, and remitting, to the case of the failure of the Government to provide the necessary remittances, within 15 days prior to the date of a coupon becoming due.

Terms of Convention for Piræus-Larissa Railway Loan.

Secondly, the question has been raised as to the right of the Government to apply the proceeds of the Piræus-Larissa Railway Loan to purposes other than the construction of the Piræus-Larissa Railway. The Greek Government maintains that it had full right to apply the loan to any purposes which it found advisable, and that the only obligation is to complete the railway. The Finance Minister states that he expressly declined to admit in the Convention, any clause which could restrict the action of the Government in this matter, and he observes that as it was estimated that it would take 5 years to complete the railway, it would have been most unreasonable to expect the Government to keep large sums of money unemployed, and charged with interest, until such time as they might be required for the expenses of the works. Further, it is pointed out that the capital of the loan provided a surplus, over the estimated cost of the railway, sufficing for the payment of interest for 2 years only.

The Present Financial Crisis.

Rise of premium on gold.

The development of the financial crisis under which Greece is now suffering, may be considered as having entered on the acute stage in April, 1891, when the premium on gold reached 30 per cent. From that date the symptoms of ill, though fluctuating, have continually intensified until at one moment, at the commencement of the current year, the premium on gold nominally touched 60 per cent. It is clear that with a revenue which has only just reached 100,000,000 dr., and on which there is a gold charge now exceeding 31,000,000 fr., financial equilibrium was entirely lost, when the premium on gold reached the abnormal proportions mentioned.

Causes of financial difficulty.

It is, I think, useless to discuss the question, so hotly debated in Greece, as to the persons and measures responsible for the

* Art. 13. La Société de Régie des Monopoles fera elle-même la conversion en or, ou en change sur l'étranger, du montant de ses encaissements, à moins que le Gouvernement ne lui ait remis lui-même le montant de chaque provision pour le service de l'emprunt, soit en or, soit en change sur l'étranger, en temps utile pour que la provision nécessaire au service de l'emprunt, soit parvenu au Comptoir d'Escompte au plus tard quinze jours avant chaque échéance semestrielle.

existing condition of affairs. Undoubtedly the expenses of the mobilisation of the army, and the general disorganisation of the country produced by political events in 1885–86 were the original causes of evil. But since that date there has been time and opportunity for improvement which has not been realised. Briefly, I should be inclined to attribute misfortune to excessive borrowing abroad, involving a charge on the revenue, which the country under imperfect financial administration was unable to support, and equally to the laxity of an administration which neglected the proper collection of taxes, whilst the balance of trade, as shown by the imports and exports, Table F IV. and Table F V. was steadily against the country.

In palliation of the apparently extravagant borrowing abroad, it is maintained that the country stood in urgent need of foreign capital for internal development. This is doubtless true, but such development, though it may be prudently assisted, cannot be unnaturally forced, without grave risks. Further, it is certain that large sums of money assigned to public works were wasted through careless management, and also that besides incurring expenditure for public works, a pernicious habit was formed of trusting to foreign assistance to meet the growing difficulty of finding the gold for payment of coupons.

As regards the weakness and imperfection of the administration, the growth of arrears of taxation is sufficient evidence of the extent of the evil.

The apportionment of blame is not a profitable study for foreign investors. The practical point for consideration is whether, under existing circumstances, Greece is able to meet the claims of its creditors. The Greek nation, through the enormous majority of its representatives supporting the present Prime Minister, has emphatically declared its desire to pay its liabilities, and its readiness to make such sacrifices as may be found necessary for the purpose. The evil is recognised: the question remains, can the means of remedying it be found?

Taking into consideration the rate of exchange, the budget of the Finance Minister for 1893 (which, it will be observed, shows somewhat more favourable results than my independent calculations), is a frank acknowledgment that, without immediate assistance, the Greek Government must fail to meet its obligations abroad. Foreign assistance means a new loan. Are investors and existing creditors justified in supporting such a loan? What is the amount required, and can the country support a further dead charge on its revenues? Necessity for a loan.

The raising of a loan for the simple purpose of paying the interest on former loans can only be justified under very exceptional circumstances. There should be clear proof that the resources of the country, under normal conditions, are sufficient to defray all charges, and that the amount of the loan to be granted, will suffice to tide over temporary difficulties, without charging the future beyond the limits of endurance. A loan under such circumstances should be considered in the light of a drug,

administered to secure to the patient immediate required repose, that time may be gained to allow recuperative capacity to exercise its power and complete the cure. Such remedies, however useful, and even necessary, in special cases, always have some after injurious effect, and their application should be restricted within the narrowest limits sufficing to obtain the required immediate relief.

Necessity of withdrawing excess of circulation.

Assuming that financial equilibrium will be attained when the value of the drachma shall again reach par, it is evidently necessary, to attain that end, to provide for the withdrawal of the surplus currency. Without pretending absolutely to fix the amount of such surplus to be withdrawn, I have already given reasons for estimating it at 60,000,000 dr. I will take, then, this amount as that which it is necessary to withdraw, and I feel assured that more need not be provided, as in connection with the raising of the last temporary loan in December, 1892, 8,760,000 dr. have already been temporarily withdrawn, and the arrangements I would propose, would obviate the necessity of the re-issue of this sum.

Payment of gold debt to banks.

In addition to the withdrawal of forced currency, it is, I think, most advisable that the gold advances made by the banks in connection with the loans of bank notes should be paid off. The gold debt to the banks, as shown in Table E I., amounts to 16,813,934 fr. Interest on this sum is now paid at 1 per cent. only, and an unavoidable extra charge would therefore be incurred in raising money under new conditions to pay it off. Until, however, arrangements have been made to repay to the Banks their gold advances, it will be difficult to take measures to control undue speculation in exchange, and I consider it essential to establish such control. Also, as I contemplate the early purchase of gold (within certain limits) by the Government, it is advisable that the banks should be in a position to assist such transactions.

Payment of Provisional Loans.

The provisional loans, the bulk of which were raised in 1892, and become due for payment during the current year, amount, according to Table E I., to 21,109,233 fr., and no arrangement will be complete which does not include provision for paying off this sum. An incidental advantage to be gained by paying off the last provisional loan, would be the possibility of immediately, and definitely withdrawing from circulation, notes amounting to 8,760,000 dr., which have been temporarily lodged with the National Bank, as part security for this advance. It is understood that the creditors for the provisional loans are willing to accept bonds in a new permanent loan, in satisfaction of their claims. Consequently, the funding of these loans would neither increase the capital debt of the country nor the annual charge for interest.

Repayment of loan of 16,500,000 fr.

Finally, it is, I think, essential that the loan of 16,500,000 fr. which, as already mentioned, can by the terms of the original contract be now paid off at 71, should be at once liquidated. The excessive charge for the sinking fund on this loan is a heavy and unnecessary burden.

If these four operations be undertaken, the capital of the new loan must be 109,638,167 fr. "effective," or probably about 5,000,000*l.* "nominal." Amount of new loan required.

The following is the calculation :—

	Amount.
	Francs.
Required to pay off loan of 16,500,000 at 71	11,715,000
Required to pay off provisional loans ..	21,109,233
Required to withdraw excess of note issue ..	60,000,000
Required to pay gold debt to banks	16,813,934
Total required to be raised	109,638,167

We must now consider what sums will be available, if the above operations are carried out, to meet the charges to be incurred for a new loan of the amount indicated as necessary. Resources available to pay for a new loan.

The figures relating to revenue and expenditure, given in my tables, would appear to establish that, under normal conditions, and omitting the question of exchange, the revenues of Greece may now fairly yield a surplus of 4,500,000 dr. over expenditure, and that the receipts will include 8,000,000 dr. payable in gold, and to that extent assisting in meeting the gold difficulty.

I will for the moment treat the question solely from the point of view given by the results of calculations based on existing conditions, but further on I will discuss considerations likely to affect the permanence of such conditions. If my calculations be accepted, there is a surplus of 4,500,000 dr. gold (or francs) available, besides the amount of the annual charges on the liabilities which I would propose to pay off.

Assuming, for the sake of argument, that an additional 4,000,000 fr. will be required annually for the service of a new loan, the calculation stands as follows :—

Description.	Amount.
	Francs.
Available from Budget surplus (according to my estimate) .	4,000,000
Charge for interest and sinking fund on loan of 16,500,000 (to be paid off, or converted)	1,058,600
Charge for interest on provisional loans (to be converted into bonds of new loan)	1,315,866
Charge for interest, 1 per cent. on gold debt to banks (to be paid off)	168,140
Charge for interest, 1 per cent. on note issue (to be withdrawn)	687,600
Sum available for charges of new loan	7,230,206

This sum would appear to be amply sufficient for the purposes required, and to be available without any too severe strain on the resources of the country. The net result of the operations would

be an increased annual charge for the Public Debt, approaching 4,000,000 fr., but the capital liability of Greece would not be increased by what is in reality a consolidation, and not an augmentation, of existing debts.

Conditions of employment of loan.

If the foregoing estimates and considerations be accepted, and if arrangements can be made for obtaining a loan of the required amount, the next question is the best method in which to apply the sums raised.

The carrying out of my proposals would, besides the conversion of the provisional loans, require the subscription of fresh money to the amount of approximately 88,500,000 fr., that is, supposing that the holders of the loan of 16,500,000 fr. elect to be paid off entirely, and do not accept a conversion which might, I believe, be reasonably arranged with them.

I do not think that the whole of this 88,500,000 fr. need be placed at the immediate disposal of the Greek Government, nor is it desirable that any portion be paid without full agreement as to the exact manner in which it is to be employed. I should contemplate rather, a continued operation extending over 3 years, and providing, besides paying off the gold liabilities specified, for the gradual withdrawal during that period of the excess of note issue.* I have already pointed out the necessity of caution in dealing with the withdrawal of the excessive circulation. A proportion of the sum provided by the loan should, I think, be employed for assisting in the payment of coupons abroad during the next 3 years, and this proportion should correspond, on the occasion of each payment, to the withdrawal of the equivalent (at par) of the note issue.

I think that the gold debt to the banks might fairly and advantageously be paid at the dates of, and in proportion to, the withdrawals of the forced circulation, and in arranging these payments, it might be prudent, and possible, to fix with the banks, forward rates of exchange for a certain amount of remittances abroad during the next 2 years.

The provisional loans would, as already mentioned, be simply converted, and thus dealing with them, would in no way affect the course of the other arrangements proposed.

Without attempting in any way arbitrarily to determine details of procedure, I will, merely for the sake of rendering more clear the working of arrangements such as I suggest, assume that they will be extended over a period of 3 years, and be conducted on the general principles I have sketched. The following figures, assuming the charge for the Public Debt to be increased by 4,000,000 fr., show how such a scheme would work out:—

* Questions as to whether the whole of the loan should be issued at once, and if so issued, how surplus funds should be disposed of during the first two years, are matters of comparative detail, but I should fear that unless the arrangements were of such a nature as to absolutely ensure their continued working until the whole operation was completed, the full confidence required to restore stability to the exchange would not be established.

Year.	Description.	Amount.	
		Francs.	Drachmæ.
	EMPLOYMENT OF LOAN FUNDS.		
First ..	Conversion of Provisional Loans ..	21,109,233	..
„ ..	Repayment or Conversion of Loan of 16,500,000 fr.	11,715,000	..
„ ..	Cash contribution towards payment of coupons on Foreign Debt	25,000,000	..
„ ..	Part payment of Gold Debt to banks ..	7,000,000	..
	Total	64,824,233	..
	OPERATIONS OF GREEK GOVERNMENT.		
„ ..	Purchase and remittance of gold for payment of coupons on Foreign Debt..	2,320,000	..
„ ..	Remittance of Gold Revenue Receipts ..	8,000,000	..
„ ..	Withdrawal of Note Issue	..	25,000,000
	Total	..	..
	EMPLOYMENT OF LOAN FUNDS.		
Second..	Contribution towards payment of coupons	20,000,000	..
„ ..	Part payment of Gold Debt to banks ..	5,600,000	..
	Total	25,600,000	..
	OPERATIONS OF GREEK GOVERNMENT.		
„ ..	Purchase and remittance of gold for payment of coupons on Foreign Debt	7,320,000	..
„ ..	Remittance of Gold Revenue Receipts ..	8,000,000	..
„ ..	Withdrawal of Note Issue	..	20,000,000
	Total	..	..
	EMPLOYMENT OF LOAN FUNDS.		
Third ..	Contribution towards payment of coupons	15,000,000	..
„ ..	Final instalment of Gold Debt to banks	4,213,934	..
	Total	19,213,394	..
	OPERATIONS OF GREEK GOVERNMENT.		
„ ..	Purchase and remittance of gold for coupons	12,320,000	..
„ ..	Remittance of Gold Revenue Receipts ..	8,000,000	..
„ ..	Withdrawal of Note Issue	..	15,000,000
	Total	..	..

The figures of this operation may be recapitulated in another form, as follows:—

Description.	Year.	Amount.	
		Francs.	Drachmæ.
Employment of Loan Funds	First ..	64,824,233	..
	Second ..	25,600,000	..
	Third ..	19,213,934	..
Total		109,638,167	..
Withdrawal of Note Issue	First ..	..	25,000,000*
	Second ..	..	20,000,000
	Third ..	..	15,000,000
Total		..	60,000,000
Purchases of Gold by Greek Government	First ..	2,230,000	..
	Second ..	7,320,000	..
	Third ..	12,320,000	..
Total		..	..
Payment of Gold Debt to Banks ..	First ..	7,000,000	..
	Second ..	5,600,000	..
	Third ..	4,213,634	..
Total		16,813,934	..

* In addition to the 8,760,000 dr. withdrawn on paying off the last provisional oan.

Assuming that the withdrawal of the note circulation has the anticipated effect, I think it is reasonable to suppose that the stability in the exchange, to be gained under the steady continued influence of the operations suggested, would enable the Greek Government to buy the amounts of gold indicated in the respective years, without too great a sacrifice.

From many points of view I should consider it desirable that the habit of too exclusive reliance on foreign assistance in providing gold requirements, should be broken as soon as possible, and I think it specially desirable that the market should be accustomed to look on the Government, as a natural and constant purchaser of drafts and not, as now, be set in a flutter on each occasion that its intentions of purchasing are even rumoured.

In the foregoing calculations I have taken a sum of 8,000,000 fr. as included in the ordinary revenue receipts and available to meet gold requirements.

Taxes payable in gold.

By certain laws passed in connection with the Budget for 1893, a certain proportion of revenue receipts became obligatorily payable in gold. In Table A XI. a comparison is made between the official, and my independent estimate of the amounts of these

gold encashments, and the details of the arrangements fixing them are also given. My estimate shows a minimum of 8,000,000 fr. payable in gold. The drachma being taken at par value in the general estimates, these 8,000,000 fr. are included at that arbitrary valuation, in my calculation of revenue receipts for the year 1893. It is evident that any surplus up to 8,000,000 fr. is available in gold, and it is this metallic surplus which the Minister of Finance has taken the authority of the Chamber to dispose of, for such financial operations as may appear desirable for the purpose of supporting the national credit.

Estimate of amount.

If Table A XI. be examined, it will be observed that, of the sums payable in gold, an important proportion are under the laws regulating taxation collected at the custom-houses.* This proportion includes the taxes on agricultural products, such as currants, olives, figs, valonea, cocoons, etc., together amounting, according to my estimate, to 5,527,400 fr. If to this sum be added the lighthouse and anchorage dues, also collected at the ports, a total exceeding 6,000,000 fr. is found, which is payable in such a manner that its collection is easily controlled, and moreover is derived from some of the best sources of revenue of the country.

Gold receipts as guarantee for new loan.

It is understood that the Finance Minister is prepared to offer the whole of the gold receipts, amounting to 8,666,443 fr., according to his estimate, and to 8,008,800 fr., according to mine, as guarantee for the charges of a loan. I consider all these receipts as belonging to a good class of revenue, but the collection under the heads, other than those I have specified above, involves such administrative detail, as is perhaps undesirable in connection with revenues selected for assignment. Further if it is thought advisable to undertake all the financial operations I have suggested, in connection with the issue of a new loan, it may be considered that revenues estimated at 8,000,000 fr., offer hardly sufficient guarantee for charges which would probably reach, at least, 7,000,000 fr., and it may be found desirable to include some further receipts of good class. The conversion of the loan of 16,500,000 dr., will free revenues shown in Table E III. to approximate 1,000,000 dr., but these receipts may be considered insufficient in amount, and unsuitable in nature, to supply the deficiency.

Further guarantees available if necessary.

An examination, however, of the returns of revenue tabulated in A VII. in comparison with the note of assignments, in Table E III., shows that it would not be difficult to assign a further 4,000,000 fr. or 5,000,000 fr. of revenue, of a simple and solid class, which if added to the 6,000,000 fr. gold receipts, collected at the custom-houses, would I think provide a suitable guarantee.

* The taxes on ploughing animals, on oil, on wine, on currants, and sundry dues collected on the export of agricultural produce, take the place of a land tax, which in the absence of a proper cadastre, and other facilities, cannot be collected in the ordinary manner.

APPENDIX.

General Considerations and Statistical Notes.

Prosperity dependent on agriculture.

Greece is essentially an agricultural country, and chiefly dependent on agriculture for its prosperity. Industrial development, as shown by the figures under this head in Table F II., is still quite in its infancy. Progress is being made, and is desirable, in the working up of native cotton, which is of good quality, and the production of which is increasing, but, so far, the home market is alone considered. Oil-mills, distilleries, and the works connected with the mining industries, send some of their products abroad, but, speaking generally, the country lives on its agricultural products, which it consumes, or exports, in their natural condition.

Great agricultural productiveness.

From the agricultural point of view, Greece is a very rich country. In the plains, and valleys, the soil is almost universally extraordinarily rich, and, wherever there is water, the most valuable products, such as grapes, currants, olives, tobacco, wheat, cotton, figs, and other fruits, silk, &c., are produced in abundance, and with but little effort. In Table F II. will be found the official returns* of the acreage under the more important crops, and the estimated annual average yield. Table F V., of exports, shows how valuable these products are, and how large a proportion of the trade of the country is based on them.

Paucity of population.

There is, however, still much room for development in agriculture. The better lands are, as a rule, already occupied, but there is a great lack of population, the average per square mile, as shown in Table F I., being only 89. Except in Thessaly, the conditions of climate, and soil, alike, dictate that the "intensive" system of agriculture must be followed, and the "intensive" system demands a number of hands, which in very many districts are still wanting. The population is naturally increasing, but the calculations given in Tables F X. show that the increase has latterly not been rapid. In considering the future prosperity of the country it is, however, a distinctly good feature, that there is room for an increase, which will certainly come, and which will, as certainly, materially assist in developing great natural resources. It is also satisfactory to know that the most competent observers describe the provincial Greeks as thrifty, quiet, simple people, and fairly industrious.

Risks of dependence on agriculture.

It must be admitted that, as a general rule, a country which depends on agricultural resources is specially liable to great fluctuations in its revenue. The returns of Greek revenue are

* These returns are admittedly only approximate.

certainly liable to risks from droughts in Thessaly, and from disease attacking vines and currants, but the diversity of products is so great that, even if one or two classes of crops are failures, others may be expected to at least yield fairly well, and there is no reason to fear the catastrophes which have befallen other countries depending solely on one particular crop, such as cereals.

Condition of Thessaly.

In the older provinces the peasants generally own the soil they till, and they almost invariably employ their savings in adding to their holdings and building houses on them. Thessaly is, however, an exception to this rule. It is the most thinly populated portion of the kingdom, and a great part of the province is in the hands of large proprietors. After the exodus of the Turks, following the incorporation of Thessaly and Epirus into Greece, these provinces went backward, and to restore their prosperity, additional population, reform in the system of land tenure, and the expenditure of money on works of irrigation, &c., are urgently required. All this will doubtless come in time, but progress must be slow, and particularly so in view of the fact that the financial resources of the Government, will, for some time at least, be unequal to undertaking the much-needed public works.

The importance of the proper development of these northern provinces is greater than seems to be recognised. The Thessalian Plains, famous for their cereal production, ought easily to supply bread for the other portions of the kingdom, where the population is engaged in the cultivation of other crops of a different nature. Owing, however, to a succession of droughts, and other unfavourable circumstances, mentioned above, there has not been a really good grain harvest for many years in the northern provinces. There have unfortunately been a succession of failures, and instead of being self-supporting, Greece has latterly been obliged to import grain to an annual average value exceeding 1,000,000*l*. It is sufficient to point out this fact, in connection with the difficulty found in remitting gold abroad for the payment of coupons, to show the very great importance of an improvement in the condition of Thessaly.

Government improvements in Thessaly.

It would not be fair to close these remarks on the condition of Thessaly without stating that, though much remains to be done, important work has already been accomplished in many directions since the province became part of the Greek kingdom. First and foremost, brigandage has been suppressed. Brigands are no longer a cause of anxiety either to the Government, or to the orderly inhabitants of the country. And this in itself means much. Further, the Greek Government has built and opened the Thessalian Railway, of which (see Table F VII.) about 140 miles are now working, and, in spite of unfavourable goods traffic, owing to bad seasons, yielding a net revenue, over working expenses, of about 240*l*. per mile. Finally, the Government has undertaken and completed important harbour works at Volo, already profitable, and certain to become still more so, as the condition of the province improves.

After agriculture, the most important resources of Greece are the earnings of her mercantile marine and her mineral wealth.

Greek mercantile marine.

According to official returns, the Greek mercantile marine consists of 103 steamers, with a total tonnage of 58,237 tons, and a large sailing fleet, the total tonnage of which, excluding vessels under 30 tons, is 211,720 tons. The Greeks have always been good sailors, the nature of their extensive coast affording special encouragement to maritime tastes. It is unfortunately impossible to arrive at anything approaching a definite figure for the value of their shipping business, but it must be very considerable. The Greek share in the carrying trade of the Mediterranean, the Levant, and the Black Sea is very large, and is attested by the constant presence of the Greek flag in all the harbours of those waters.

Mineral wealth.

As regards mineral wealth, the annual production of different kinds of minerals, and the values of the output for the years 1887 to 1890, are given in Table F VI., and these figures speak for themselves. There are unfortunately no complete data available to show progress during the last 2 years.

In considering probabilities of progressive prosperity in Greece, the influence of the public works, on which so much money has been expended, must not be forgotten. A comparatively short time ago Greece was practically without internal communications. Now there is a fair system of roads throughout the country, and railways have been completed, or are in course of construction, in many important directions.

Road construction.

Table F II. shows the progress and cost of road construction. It will be observed that the country was practically without roads in 1882, but in the last 10 years over 1,300 miles of roads have been added, and this in a small and thinly populated country, means a great deal. The cost of construction has been heavy, and the roads are not now as efficiently maintained as is desirable, but the first desideratum has been supplied, and practicable road communication exists, where it is of most importance.

Railways.

Table F VII. shows the extent and condition of Greek railways. Important lines exist, and are working, but I fear much money has been wasted through bad management in their construction. Greece, however, not unnaturally, and like many other countries, has had to pay for its experience. The most satisfactory, and, indeed, remarkable feature, is the low percentage of working expenses, which argues very well for the prospects of all reasonably-constructed lines. Much general improvement in the condition of the country, may, I think, be expected from the opening up of railway communications, but all railway enterprise in Greece is of so recent date, that it is only just beginning to exercise its natural beneficial influence. Two very important lines, as regards length and cost of construction, are still uncompleted, and consequently represent, so far, only a charge on the revenues of the country. These are the

Myli-Calamata line, in the middle of which, in a difficult, but all-important section, there is still a break of about 50 miles, and the Piræus-Larissa Railway, on which about 700,000*l.* have been spent, but not one mile is yet open for traffic. There is no reason why the Myli-Calamata line should not, with great profit, be completed at an early date, and important sections of the Piræus-Larissa Railway can also be opened within the year if existing difficulties between the Government and the contractors are arranged.*

Besides what has been done by the Government, two great works of important character have been undertaken by private enterprise. I refer to the cutting of the Isthmus of Corinth, and the draining of Lake Copais.

The Corinth Canal.

The canal will be opened for navigation during the course of the present summer, and the works at Lake Copais are announced as practically complete. The reclamation of 60,000 acres of the finest virgin, alluvial, soil, must certainly prove a very important addition to the wealth of the surrounding province, and it is anticipated that an almost immediate result will be to render unnecessary, the importation of foreign cattle, to supply meat, to the towns of Attica. This would in itself be an important advantage, as the annual value of cattle now imported, amounts to about 170,000*l.*

Draining of Lake Copais.

Post and telegraph development.

In concluding these notes on general progress, I would call attention to Table F VIII. which gives some important details concerning the development of the post and telegraph services. This development has been attained without special charge to the country (see Table C I.), and henceforth Posts and Telegraphs may be expected to provide an increasing and useful contribution to the Government revenue.

Satisfactory as may be the signs of general progress likely to increase revenue, their practical bearing in connection with the main question under consideration, must be viewed in connection with the probable demands on the revenue, for administration, and other Government requirements.

Charges of wasteful administration.

It is, I believe, frequently supposed that the administration in Greece is wasteful, and particularly, that unnecessarily large sums are spent on the army and navy.

As regards general administration, the charge of extravagance is, I think, unfounded, except as far as concerns the appointment and payment of members of the civil service, whose sole recommendation is, too often, the protection of political friends.

* This is not the place to discuss the merits of disputes which have unfortunately arisen over the construction of this line. I can only say that I have reason to hope that they may speedily be arranged, and that the work may be rapidly carried on to the mutual benefit of all parties concerned. It should be noted that there is no provision in this year's budget for continuing the works of the Piræus-Larissa line, but if the financial operations, I have indicated, are carried out, an important number of the unissued bonds of this railway will be freed by the paying off of existing advances, and by the realisation of these bonds, it should become quite possible to obtain the funds necessary for the completion of the line.

This is certainly an evil. It is fully recognised, and something has been done to check it, but greater determination is still necessary. If, however, the rates of salaries and pensions, and the numbers of public servants (see Table F IX.), be considered, it becomes evident that this is not a matter likely, too seriously, to affect budgetary balances. Leaving aside the army and navy, the total cost for salaries and pensions is about 16,250,000 dr. or under 650,000*l.* With the most honest efforts, it is unlikely that any highly important saving can be effected in this direction.

Cost of Civil Service.

Turning to the army and navy, I have already mentioned the disorganisation of the financial position, in the years 1885–86, for which, in great part, hurried expenditure on armaments was responsible. This however was the result of temporarily excited popular feeling, and during recent years, the numbers, and cost of the army, have been steadily reduced.

Cost of army.

Table D IX. shows that in the years 1889–91 for which the accounts are closed, the expenditure on the army and navy together, amounted on an average to about 22,000,000 dr. This sum, on an average for ordinary revenue, of about 84,000,000 dr., is equivalent to approximately 26·2 per cent. For the current year, economies which have been introduced, particularly in the army, reduce the estimated expenditure to something under 22,000,000 dr., so that, making allowance for some possible small supplementary credits, and taking my estimate of the receipts, at 101,000,000 dr., the cost of the combative services has been reduced to approximately 20 per cent. of the revenue.

Economies effected and promised.

For the year 1893 the number of recruits to be called up has been fixed at 10,000. After one year's service, 2,200 pass into the newly organised gendarmerie. The actual number of men with the colours is now 14,216, and in the gendarmerie, about 3,000. The term of service with the colours is 2 years, and in the reserve 10 years. The reserves are called out annually for training, for a period, which by law, cannot exceed 40 days.

In 1887 the number of men with the colours was 23,215.

The Greek Navy consists of 3 first-class ironclads, 2 training ships, 1 torpedo cruiser, and 13 minor vessels, besides some 20 torpedo boats, and small craft. No additions have been made since the purchase of the three ironclads, delivered 2 years ago. The estimates for 1893 show a saving of about 1,300,000 dr., as compared with last year, and the Minister of Marine states emphatically, that there is no probability of any supplementary credit of the smallest importance being required.

Greek naval armaments.

The following statement shows the condition of education in Greece:—

Education in Greece.

* This is exclusive of the cost of the purchase of the three ironclads, payments on account of which terminated in 1891.

	Number.
Primary schools	2,745
Secondary schools	295
University	1
Scholars, male	117.285
„ female	22,100
Teachers	3,680

Average Number of Scholars who pass Examination.

	Number.
University	440
Secondary schools	4,300
Normal schools	175
Primary schools, male	82,000
„ „ female	14,000

Of recruits entering the army 15 per cent. can read only, 55 per cent. can both read and write, and 30 per cent. are illiterate. Under the conditions of universal compulsory service, these may be assumed to be the proportions for the entire male population. There are no data for estimating the percentage of educated females.

I have mentioned several hopeful signs for the future prosperity of Greece; I must again refer to a disagreeable feature in the administration, to which I have already alluded (p. 9).

Revenue prejudiced by arrears.

It is said that Greek patriotic sentiment develops such violence of partisan feeling, as to prevent the equitable enforcement of taxation. Political animosity, it is affirmed, is sometimes given forcible expression through the strict demands of tax assessors and collectors, whilst the leniency shown to friends, prejudices the interests of the Treasury. Such statements are probably exaggerated, but they are not without some foundation, and if partisan feeling is to continue to affect the collection of taxes, this factor must be taken into consideration in estimating the probability o realisation of the anticipations announced in Ministerial budgets, based only on assessments.

I understand the Ministerial view to be, that only some 2,000,000 dr. are annually lost to the revenue by arrears of taxation, and that the bulk of this loss is due to unavoidable difficulties, in connection with the settlement of the land, which I have explained in my notes on the system of taxation. The result of my calculations in Tables B I. to B IV. prevents my fully accepting this view, and, in any case, I think the admitted loss deserves serious attention, and calls for the most strenuous efforts to effect an improvement. Undoubtedly there are great difficulties to overcome. Something has been done in making house property liable for the arrears of the house tax, and not

accepting, as formerly, the personal liability of the proprietor, and praiseworthy efforts are being made to secure the early assessment of taxes, and to enforce greater strictness in collection. I fear, however, that admitting some improvement, undesirable laxity is likely to continue, and it is certainly hard that honest tax-payers should find their taxes increased, when a large sum remains to be collected from those who persistently defraud the revenue.

It has, I believe, been suggested, that the collection of arrears might be farmed out to a company, which, having no political obligations, would not be a respecter of persons. There may be insurmountable difficulties in carrying out such a scheme, but it would certainly appear well worthy of consideration.

Possible exchange difficulties in the future.

There is another point on which I must touch, which is one of extreme difficulty and of great importance. Questions have been asked—Supposing that arrangements are now made to enable Greece to tide over her present pressing financial trouble, by facilitating for a term the payment of coupons on the gold debt, and by gradually bringing the exchange up to par, will the country be able to hold its ground, and to stand on its own resources, when such operations are completed? Will there not be grave danger of the exchange difficulty growing up again, and of a return to the present unsatisfactory position?

Such questions are natural in view of the fact that the imports into Greece have of late years exceeded the exports by an annual average exceeding 1,000,000*l.*, and that the charge on the gold debt, the bulk of which is in foreign hands, involves payments abroad which, if increased by a new loan, will amount to a figure approaching 1,500,000*l.*

The fact should be realised and faced, that including the ordinary necessary expenditure of the Government abroad, Greece must, as matters now stand, find 2,500,000*l.* per annum to meet her current liabilities in foreign countries. The question where the gold for this payment is to come from is of vital importance. The most satisfactory solution would be found in the increase of exportation to the required extent. The considerations I have adduced in the foregoing pages lead me to hope for a considerable increase in exports, as a result of that steady development of economic prosperity, which may be confidently anticipated, unless checked by abnormal circumstances. I think that, with the favourable conditions I have pointed out, such development is likely to be particularly rapid during the next few years, but, admitting this, it will not be possible within the required time to increase the exports by 2,500,000*l.* It must be remembered also that every increase of exports must, as a general rule, tend to a corresponding increase in the volume and value of imports, but in Greece there are exceptional circumstances affecting importation of a most important class, and these must be taken into account. There is good reason to hope that the present imports of breadstuffs and live stock, the annual value of which I have shown to average about 1,250,000*l.*, may rapidly and most profitably

Excess of importation.

decrease, as a result of improved and increasing production at home. Such improvement will go a long way towards meeting the difficulty.

Occult sources of wealth.

There remains to be taken into consideration the "occult" sources of wealth to the country. These are, briefly, the earnings of the mercantile marine, the remittances of Greek workers abroad, to their friends and relations, the savings with which Greeks who have worked abroad return to settle in their own country, the legacies to Greece by rich Greeks dying abroad, the foreign investments of Greek capitalists living in Greece, and the money spent in Greece by foreign tourists.

Difficulty of estimation.

The value and probable growth of these "occult" sources is a most complicated question. I have devoted much time and consideration to endeavours to estimate their value, but I regret to state that I have found it impossible to accept any figures as representing even such a rough estimate as might reasonably be taken as a guide. At the same time, such occult sources evidently exist in Greece in greater proportions than in other countries.

Mercantile marine earnings.

I have already dwelt on the importance of the mercantile marine, and there can be no doubt that its earnings are large and increasing.

Greek industry abroad.

The large sums remitted, or brought to Greece by Greeks who have earned their money abroad is a feature peculiar to the country, and of the highest importance. Anyone who has travelled in the East must have been struck by the number of Greeks to be found in all eastern countries, earning money and prospering as traders and servants, and it is a fact there is hardly one of these who does not contribute by his remittances or legacies, or by returning home with his savings, to increase the wealth of his native land. And it is not only in Greece that Greeks are prosperous and mindful of their country; it is a matter of common knowledge that in Italy, France, and England the Greeks in business are frequently very rich, and it is a certain fact that there are few who do not, in some form or other, allow their country to profit by their wealth.

Investments of Greek capital.

The amount of capital invested abroad by Greek capitalists, resident in Greece, is again an unknown quantity. From inquiries I have made, I have reason to put the amount of Greek gold stocks held in Greece at about 60,000,000 fr. to 80,000,000 fr., but this is probably a small figure as compared with the value of foreign stocks and shares similarly held, and regularly contributing to swell the remittances to Greece.

Tourists.

Lastly, with regard to expenditure by tourists, there is every reason, when we remember the profits they give to Switzerland and Italy, to suppose that Greece, too, must benefit considerably by the annual influx of visitors, and considering the exceptional attractions which Greece offers to tourists, it is to be expected that their number will largely increase as communications improve, and other facilities are offered.

In conclusion, I would point to one of the most hopeful

features as regards promise of future prosperity for Greece. I refer to the unimpeached, and unimpeachable integrity of the statesmen of all political parties, as regards the question of seeking personal pecuniary profit from office. With hardly an exception, the politicians, who guide the fortunes of the country, are men of small private fortune, and the salaries not exceeding 400*l.* per annum, even for the Prime Minister, are certainly no temptation to covet office. It is a fact that whilst every other accusation and insinuation, which political animosity can invent, is freely launched at political opponents, no whisper is ever heard affecting the universally enjoyed reputation for personal honesty in the conduct of the administration.

Whatever mistakes may have been made in the past, have been due to inexperience, or to the inherent difficulties encountered in shaping the destinies of a new and democratic country, and the hope is justified that the teachings of experience will enable Greek statesmen to follow a safer course in the future.

With a rich soil, a population remarkable for its frugality, and honest leaders, reasonable hopes may be entertained of bright prospects for the future of Greece.

The following comparison of percentage of revenue absorbed for charges of public debt and defence, in different countries, may be of interest. With the exception of the figures relating to Greece, the calculations have been made from data given in the "Statesman's Year Book":—

Countries.	1893.	
	Debt.	Defence.
	Per Cent.	Per Cent.
France	40	26
Spain	40	23
Roumania	36	22
Italy	35	21
Belgium	30	15
England	28	35
Sweden	17	24
Greece	36*	20

* 4,000,000 fr. are included for the charges of a new loan.

Notes on System of Taxation.

This tax* forms part of a system adopted, in the absence of a proper survey, for collecting a direct tax from land in proportion to its agricultural value. The number of animals employed in ploughing is a rough test of the average productiveness of the soil. The rate of this tax is varied in different districts, according to their estimated comparative fertility. When, on the abolition of tithes in kind, this tax was introduced the average of the last 5 years' tithes was taken as the rateable value, and this sum remaining fixed, is annually divided among the number of ploughing cattle in the district. The lowest rate is 2 40 dr. and the highest rate 30 dr., per ploughing animal. Ploughing animals.

In 1887 this tax was increased by 20 per cent. In 1890 there was a decrease, under a new classification, roughly equal to 20 per cent.

This tax is levied by a rate of 9 per cent. on the value of the oil produced. It is collected when the oil is pressed by the farmers of the tax, who are generally men interested in the oil trade, and who, as a rule, by agreement with the producer, levy the tax in kind. The farming of the tax is put up to public auction. The rate fixed by the State amounts to 10 dr. per 100 okes of oil. There is also a tax on olives of 0·25 dr. per oke. Oil.

This tax* is collected on the measure of wine produced, taken when the wine is cellared. The tax amounts to 0·24 dr. per oke. Wine exported pays no tax, and wine produced from currants is also free. Wine.

Practically the entire production of currants is exported, and the tax† is collected at the port of export by a fixed rate on the weight. For taxation, however, currants are divided into two categories, paying, the one a greater, and the other a lesser rate, according to the province in which they are produced. The tax varies from 16·50 dr. to 19 dr. per 1,000 Venetian lbs. By a recent law this tax has been made payable in gold, with a reduction of one-sixth from the fixed rate. Currants.

On the cession of the Ionian Islands to Greece, the system of taxation which existed under the British Protectorate was maintained. Under this system the islands are exempted from direct taxation of all kinds, their only contribution to the Treasury consisting in the tax levied on the export of agricultural produce, and the ordinary customs duties on imports. Ionian Islands. Export duties.

The tax on currants is fixed at 20 per cent. on the market value, as determined once a week by the Administration. Oil pays 18 per cent. on its market value, and wine 6 per cent. Olives pay 0·45 dr. per oke. All these taxes were in 1887 increased by 15 per cent. unless paid in gold. By the Law of December, 1892, three-fifths of the export duty, on currants and oil, will in future be payable in gold, but assessed in paper currency with a reduction of one-sixth.

* These taxes were increased by 20 per cent. in August, 1892.

† Representing a land tax on the area of currant cultivation.

Cattle tax.

This tax* is levied on all kinds of animals in the provinces. The chief amount is collected on sheep and goats.

Sheep and goats pay 0·42 dr. per head; donkeys, 1·20 dr. per head; horses, mules, and camels, 2·25 dr. per head; horned cattle, 2 dr. per head; and swine, 2·55 dr. per head.

House tax.

This tax is levied on house property in towns. The rate is fixed according to the estimated values in the previous year. The tax is progressive on values, and varies from 5 per cent. to 8 per cent., thus† :—

Annual Values.		Amount of Tax.
From—	To—	
Drachmæ.	Drachmæ.	Per cent.
..	1,000	5
1,000	3,000	6
3,000	8,000	7
8,000 (over)	..	8

Tax on profits of mines and companies.

A tax of 5 per cent. on net profits. By the Law of December, 1892, this tax will in future be payable in gold.

Orchards and pastures.

This is a land tax. Pastures pay at the rate of 6 per cent. on the rent of the land. Orchards pay on the estimated annual productive value per stremma of land. The rates vary according to a sliding scale of estimated productive value, the lowest value in the scale being taken as 45 dr., is rated at 3 dr. per stremma, and the progression is as follows :—

From—	To—	Estimated Annual Value per Stremma.
Drachmæ.	Drachmæ.	Drachmæ.
45	74	8
74	104	12
104 (upwards)	..	16

Figs.

Figs pay 2 dr. per quintal on exportation, payable in gold under the new Law for the Budget of 1893.

Tobacco cutting.

This tax is collected in the tobacco-cutting factories on the weight of tobacco cut. Cutters employ their own workmen, and are charged 0·40 dr. per oke, for the use of the machinery and supervision. The tax on cutting is 5 dr. per oke, and there is a further tax on the Government label obligatorily used in the retail trade, which amounts to approximately 0·30 dr. per oke. The

* The new arrangements for collecting this tax, introduced with the Budget for 1893, are described in the Notes on Estimation of Revenue for 1893.

† 20 per cent. was added to these rates in 1887.

price fixed for cigarette paper is calculated to be about 2·40 dr. per oke, making a total payment of about 8·10 dr. per oke.

Cigarette paper. Cigarette paper is a Government monopoly. The Government purchases the quantity and quality of paper required, and obliges the tobacco cutters to take a quantity proportionate to the amount of tobacco they may cut, paying the Government price, which includes cost price and tax.

Playing cards. Cards are a Government monopoly. The Government contract with an establishment in Corfu to make all the playing cards used in the kingdom. A tax is paid on every pack of cards manufactured, and a selling price is fixed to include tax and cost of production. The cards are retailed by the agents of the Monopoly Company.

Matches. The Government buys matches abroad and gives them for sale on commission, at a price to include cost and tax, to the Monopoly Company, which distributes them for retail sale to agents throughout the kingdom.

Petroleum. The same system of raising a revenue is pursued as described above in the case of matches.

The price of petroleum, which was fixed at 19·20 dr. per case in 1885, was raised in the same year to 25·20 dr.; in 1886 to 26 dr.; and in 1892 to 30 dr.

Salt. All salt is produced in the Government works, by evaporation from marine lagoons. The salt is retailed by the Monopoly Company under the same system as petroleum and matches. The price, which was 10 lepta per oke, was raised in 1886 to 15 lepta, to include the cost of delivery at the provincial stores of the Monopoly Company.

License tax. This tax is levied on all persons engaged in any kind of trade or profession. For rating purposes all trades and professions are divided into three categories. In the highest category a special rate is fixed by law for each separate trade and profession. The other two categories are each divided, according to trades, into six groups, and the groups in the second category are further subdivided into classes, varying in number from one to seven, according to the population of the particular town. The rate in each group and class is fixed by law. A local committee, of persons interested, fixes the class of each individual in his group, and also his place in his particular class. Table C V. shows the grouping, classification, and rating of the different trades and professions in the town of Athens.

Municipal taxation. Municipal taxation is limited to a maximum of 2½ per cent. on Government direct taxation, and an octroi of 2 per cent. on articles of consumption, calculated on a fixed Government valuation, which valuation is liable to annual revision by a permanent committee appointed by the Government for the purpose.

State real property. By a legislative Act all land to which a satisfactory title had not been established by private individuals, prior to 1837, was declared to be the property of the State. The great bulk of this valuable State property has now been taken up by private persons, under conditions of payment varying according to circum-

stances. In all cases where land has been allotted, the State claims a provisional annual payment, until such time as a proper delimitation and verification of value shall have been made. When the value of the allotment has been definitely fixed, the amount becomes payable in a series of annual instalments. In the case of forest land, which, although belonging to the State, had been planted by private individuals, the price, with interest calculated at 4 per cent., is payable in 18 years. In the case of ordinary land, the price is payable in 26 instalments, comprising provision for interest at the rate of 2 per cent., and 3 per cent. for sinking fund. The large amount of arrears in these payments, arises from the fact that the Government is behindhand in fixing the definite value of allotments long since occupied, and the occupiers object to continue payments at a provisional and often disputed rate.

Mines. The taxes on mining industry are as follows:—

Five per cent. on the net profit to the owner of the soil; 5 per cent. on the net profit, as dues to the State; 1 per cent. on the net profit to constitute an accident insurance fund for the benefit of workmen and their families. Mine proprietors must also pay the value of all land of which they disturb the surface.

In addition to the above, companies must also pay a tax of 5 per cent. and a stamp due of 2 per cent. on their dividends.

Forests. Forest dues are levied on permissions for charcoal-burning, which are granted to resident charcoal-burners only; and on timber-cutting, according to the weight of timber cut. The bulk of timber cut, is of the more valuable qualities.

Dues are also paid on the collection of valonea, bark, resin, gall-nuts, &c.

Private owners pay dues for the cutting of timber in their own forests, but in the proportion of 15 to 20 as compared with the rates paid for cutting in the State forests.

The State forests, owing to measures taken under the early Bavarian Administration, are very considerable.

Fisheries. The Government fisheries, the most important of which are situated in the neighbourhood of Missolonghi, are farmed out to contractors.

Lighthouse and anchorage dues. Steamers making voyages to or from foreign ports pay 50 c. per ton for discharging, and the same for loading cargo. If they remain 72 hours in port, and only land or take passengers, they pay 30 c. per ton. The passenger dues can be commuted for 10 fr. per passenger.

All the above dues can be commuted for 12 months by a single payment of 6 fr. per ton.

The rates are approximately halved for steamers doing a coasting trade, and also for steamers whose loading and discharging operations do not exceed together two-fifths of their capacity. A further reduction is made if they do not exceed one-fifth of their capacity.

Sailing vessels, above 60 tons, pay dues, but at reduced rates. One-half of the amount collected is to be devoted to the service of light-houses.

A I.—REVENUE RECEIPTS FOR THE FINANCIAL YEARS 1882–86.

Classification.	1882.	1883.	1884.	1885.	1886.
	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.
Ploughing animals	7,842,756	7,004,915	8,401,452	6,823,086	7,960,411
Oil					
Wines					
Currants, tax on export					
Real property					
Tobacco					
Sundries					
Tax on cattle	2,421,794	2,662,548	3,007,459	2,528,262	2,185,105
Licence tax on trades and professions	1,021,657	1,279,763	1,367,706	1 325,738	1,271,597
House tax	679,631	936,203	451,258	546,505	668,351
Tax on net profits of joint stock companies and mines	298,092	304,342	292,636	233,866	319,254
Customs duties on imports	20,124,386	21,019,556	19,464,242	15,887,120	18,777,213
Ionian Islands, export duties on agricultural produce	1,572,037	2,022,175	1,220,086	1,688,282	1,761,260
Excise on—					
Tobacco	..		3,023,588	2,821,841	1,992,906
Spirits	..	2,064,965	702,607	416,385	438,914
Wine	..		787,209	398,835	826,231
Cigarette paper	..		821,814	705,512	499,729
Stamps	6,231,107	5,814,406	6,284,710	6,314,475	7,367,152
Consular fees	265,560	566,870	515,355	543,261	582,380
Post	748,484	905,427	933,033	1,014,008	1,058,684
Telegraphs	844,530	962,203	1,009,194	1,132,291	1,268,195
International telegraphs					
Fines and sundries	589,792	599,326	846,711	811,930	708,367
Playing cards	84,576	63,824	52,674	198,018	252,547
Matches	..	..	..	276,958	566,243
Petroleum	..	..	..	2,975,320	3,873,130
Salt	1,231,767	1,047,985	1,053,299	1,340,654	1,020,378
Royalties on mines, public establishments, &c. ..	3,123,578	694,487	574,478	531,473	564,399
Forests	868,790	1,028,051	1,084,434	1,182,329	930,734
Fisheries	255,885	279,987	503,501	504,106	494,729
Sale of sundry State property	2,584,106	2,818,043	2,742,588	1,620,180	1,808,073
Repayment of advances	2,349,453	2,218,222	1,488,134	3,392,734	1,146,512
Pension fund (retention from salaries)	996,441	1,044,422	343,854	1,127,214	321,452
Miscellaneous (chiefly matters of account)	..	..	..	..	..
Occasional and sundries	3,091,619	1,056,484	1,534,148	2,431,360	2,611,759
Payments on account of former financial years ..	1,647,203	2,143,261	2,238,487	2,338,385	1,827,837
Total	58,873,144	58,537,465	60,744,607	61,110,128	63,103,542
Extraordinary	17,965,360	3,790,230	46,677,810	316,901	32,464,426

Year.	Description.	Loans.	Receipts.
		Drachmæ.	Drachmæ.
1882	The extraordinary receipts consisted of—from loan of	120,000,000	17,965,360
1883	The extraordinary receipts consisted of—from loan of	Ditto	3,790,230
		Ditto	2,809
1884	The extraordinary receipts consisted of—from loan of	170,000,000	37,675,001
		9,000,000	9,000,000
1885	The extraordinary receipts consisted of—from loan of	30,000,000	316,901
1886	The extraordinary receipts consisted of—from loan of	Ditto	2,381,922
		170,000,000	12,082,500
	The extraordinary receipts consisted of—from forced currency loan	..	18,000,004

A II.—REVENUE FOR THE FINANCIAL YEAR 1887.

Classification.	Description.	Estimate.	Collected for General Purposes.	Collected for Road-making Fund.†	Total Receipts.	Arrears on Assessment.*	Collected for Municipalities.
		Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.
	Direct Taxes.						
1	Ploughing animals (representing land tax) ..	2,760,000	2,032,470	225,830	2,258,300	468,377	..
3	Oil	400,000	589,568	104,041	693,609	1,102	..
4	Wine	3,168,000	1,824,939	202,777	2,027,710	387,570	..
5	Currants. Tax on export (representing land tax)	4,561,200	3,558,835	579,345	4,138,180	..	..
8	Ionian Islands. Export duties on agricultural produce	2,875,000	2,414,000	105,806	2,519,806	39,952	..
9	Tax on cattle	3,600,000	2,309,337	407,529	2,716,866	442,366	..
10	Licence tax on trades and professions	3,240,000	1,631,432	..	1,631,432	1,128,650	181,270
11	House tax	2,520,000	1,870,386	98,441	1,968,827	716,666	218,758
12	Tax on net profits of joint stock companies and mines	300,000	322,681	..	322,681	..	..
2, 6, 7	Sundries	1,093,600	887,532	132,619	1,020,151	102,215	..
	Total	24,517,800	17,441,180	1,856,382	19,297,562	3,286,898	400,028
	Duties and Excise on Articles of Consumption.						
1	Customs duties on imports	28,700,683	24,937,720	2,050,380	26,988,100	2,165	..
2	Excise on tobacco	3,254,252	2,127,948	..	2,127,948	304,635	..
3	Excise on spirits	900,000	449,979	..	449,979	59,463	..
	Total	32,854,935	27,515,647	2,050,380	29,566,027	366,263	..
	Stamps and Dues.						
1	Stamps	8,140,000	8,475,237	..	8,475,237	38	..
2	Consular fees	600,000	504,310	..	504,310	19,692	..
3	Post	1,000,000	1,048,552	..	1,048,552	..	..
4	Telegraphs	800,000	937,570	..	937,570	636	..
5-11	Fines and sundries	2,194,500	2,202,102	..	2,202,102	910,426	..
	Total	12,734,500	13,167,771	..	13,167,771	939,792	..
	Monopolies.						
1	Cigarette paper	1,577,265	1,205,665	..	1,205,665	..	..
2	Playing cards	500,000	222,997	..	222,997	20,878	..
3	Matches	700,000	562,523	..	562,523	30,877	..
4	Petroleum	4,000,000	3,695,366	..	3,695,366	190,773	..
5	Salt	2,100,000	1,928,293	..	1,928,293	..	..
	Total	8,877,265	7,614,844	..	7,614,844	242,528	..
	Revenue from State Property.						
1, 2	Real property	672,750	464,489	..	464,489	153,085	..
3, 4, 5, 6	Royalties on mines, public establishments, &c. ..	861,180	449,609	237,456	687,065	54,807	..
7	Forests	1,165,260	1,008,021	..	1,008,021	13,656	..
8	Fisheries	506,000	494,589	..	494,589	13,060	..
	Total	3,205,190	2,416,708	237,456	2,654,164	234,608	..
1-13	Sale of sundry State property	6,127,865	1,673,377	125,953	1,799,330	2,616,620	..
	Sundry Repayments and Deductions from Budgetary Expenditure.						
1	Repayment of advances	610,000	57,321	..	57,321	170,403	..
2	Pension fund (retention from salaries)	1,050,000	1,085,144	..	1,085,144	3,003	..
3, 4	Miscellaneous (chiefly matters of account) ..	500,000	72,804	..	72,804	157,238	..
	Total	2,160,000	1,215,269	..	1,215,269	330,644	..
	Sundry Receipts and Arrears.						
1, 2	Occasional and sundries	1,179,352	3,422,190	..	3,422,190	281,477	..
3	Payments on account of former financial years ..	2,800,000	3,231,367	129,302	3,360,669	..	134,000
	Total	3,979,352	6,653,557	129,302	6,782,859	281,477	134,000
	Lighthouse dues	..	242,594	..	242,594	..	..
	International telegraph payments	200,000	217,951	..	217,951	..	..
	Total	24,656,907	78,172,721	4,385,650	82,558,371	8,289,830	534,028
	Extraordinary receipts	..	93,360,420	..	93,360,420	..	..

* Arrears on assessment in favour of municipalities are not included.

† The system of making a special levy for the road-making fund has now been abandoned. In subsequent tables only total receipts are shown.

A III.—REVENUE FOR THE FINANCIAL YEAR 1888.

Classification.	Description.	Estimate.	Total Receipts.	Arrears on Assessment.*	Collected for Municipalities.
		Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.
	Direct Taxes.				
1	Ploughing animals (representing land tax)	2,520,000	2,357,340	538,359	..
3	Oil	1,500,000	1,025,262	1,434	..
4	Wine	3,168,000	1,990,369	376,741	..
5	Currants. Tax on export (representing land tax)	3,937,500	4,965,583	..	..
8	Ionian Islands. Export duties on agricultural produce	2,024,000	1,979,277	39,206	..
9	Tax on cattle	3,463,200	2,841,057	629,437	..
10	License tax on trades and professions	3,240,000	1,796,701	1,445,208	199,633
11	House tax	3,520,000	1,980,528	509,536	220,058
12	Tax on net profits of joint stock companies and mines	300,000	385,742	..	..
2, 6, 7	Sundries	1,140,000	1,097,500	91,394	..
	Total	23,812,700	20,414,359	3,631,315	419,691
	Duties and Excise on Articles of Consumption.				
1	Customs duties on imports	27,830,000	25,708,676	29,975	..
2	Excise on tobacco	4,850,000	4,600,690	927	..
3	,, spirits	900,000	689,860	34,806	..
	Total	33,580,000	30,999,226	65,708	..
	Stamps and Dues.				
1	Stamps	8,415,000	9,302,126	90	..
2	Consular fees	600,000	552,959	4,961	..
3	Post	1,100,000	1,194,895	..	..
4	Telegraphs	1,000,000	971,000	108	..
5–11	Fines and sundries	1,823,500	2,699,264	861,976	..
	Total	12,947,500	14,720,252	867,135	..
	Monopolies.				
1	Cigarette paper	2,450,000	2,148,472	2,818	..
2	Playing cards	350,000	261,586	..	..
3	Matches	700,000	659,550	90	..
4	Petroleum	4,000,000	3,972,044	..	..
5	Salt	2,100,000	1,990,082	1,049	..
	Total	9,600,000	9,031,734	3,957	..
	Revenue from State Property.				
1, 2	Real property	648,786	453,968	82,975	..
3, 4, 5, 6	Royalties on mines, public establishments, &c.	890,680	598,417	66,906	..
7	Forests	1,217,550	1,090,134	9,651	..
8	Fisheries	470,000	469,610	12,507	..
	Total	3,227,016	2,612,129	172,039	..
1–13	Sale of sundry State property	5,868,015	1,638,970	2,414,507	..
	Sundry Repayments and Deductions from Budgetary Expenditure.				
1	Repayment of advances	350,000	84,081	139,706	..
2	Pension fund (retention from salaries)	1,050,000	1,019,164	3,628	..
3, 4	Miscellaneous (chiefly matters of account)	500,000	3,088,587	58,931	..
	Total	1,900,000	4,191,832	202,265	..
	Sundry Receipts and Arrears.				
1, 2	Occasional and sundries	1,061,000	2,003,688	3,998	..
3	Payments on account of former financial years	3,110,000	3,145,762	38,006	126,000
	Total	4,171,000	5,149,450	42,004	126,000
	Lighthouse dues	..	440,282	..	..
	International telegraph payments	200,000	242,752	..	..
	Grand total	95,306,231	89,445,986	7,398,930	545,691
	Extraordinary receipts	..	4,119,822	..	..

* Arrears on assessment in favour of municipalities are not included.

A IV.—REVENUE FOR THE FINANCIAL YEAR 1889.

Classification.	Description.	Estimate.	Total Receipts.	Arrears on Assessment.*	Collected for Municipalities.
		Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.
	Direct Taxes.				
1	Ploughing animals (representing land tax) ..	2,808,000	2,135,242	546,700	..
3	Oil	540,000	1,119,940	5,297	..
4	Wine	3,120,000	1,688,582	535,111	..
5	Currants. Tax on export (representing land tax)	4,293,600	5,245,629	..	..
8	Ionian Islands. Export duties on agricultural produce	2,547,250	2,555,043	..	..
9	Tax on cattle	3,400,000	2,493,233	781,867	..
10	License tax on trades and professions	3,220,000	1,855,476	1,145,716	202,874
11	House tax	2,700,000	1,060,684	376,634	111,583
12	Tax on net profits of joint stock companies and mines	405,000	417,278	..	..
2, 6, 7	Sundries	1,266,990	803,616	122,378	..
	Total	24,303,840	19,339,703	3,513,753	314,457
	Duties and Excise on Articles of Consumption.				
1	Customs duties on imports	26,795,000	23,883,100	112,930	..
2	Excise on tobacco	4,875,000	4,556,733	2,908	..
3	Excise on spirits	1,364,200	414,397	15,712	..
	Total	33,034,200	28,853,730	131,550	..
	Stamps and Dues.				
1	Stamps	9,115,000	9,733,257	16,163	..
2	Consular fees	710,000	534,669	11,738	..
3	Post	1,225,000	1,319,229	20	..
4	Telegraphs	1,006,085	1,089,758	3,676	..
5-11	Fines and sundries	2,415,000	2,122,045	936,151	..
	Total	14,471,085	14,803,998	967,753	..
	Monopolies.				
1	Cigarette paper	2,410,000	2,132,333	1,420	..
2	Playing cards	300,000	302,625	..	..
3	Matches	700,000	727,732	..	..
4	Petroleum	4,108,000	4,157,842	..	..
5	Salt	2,100,000	2,258,097	..	..
	Total	9,618,000	9,578,609	1,420	..
	Revenue from State Property.				
1, 2	Real property	490,503	394,451	83,451	..
3, 4, 5, 6	Royalties on mines, public establishments, &c...	1,472,780	1,157,556	157,492	..
7	Forests	1,138,158	1,242,147	8,728	..
8	Fisheries	475,000	461,378	11,982	..
	Total	3,585,441	3,255,532	261,653	..
1-13	Sale of sundry State property	4,632,972	1,821,141	2,413,718	..
	Sundry Repayments and Deductions from Budgetary Expenditure.				
1	Repayment of advances	210,000	61,148	75,625	..
2	Pension fund (retention from salaries)	1,050,000	866,744	12,752	..
3, 4	Miscellaneous (chiefly matters of account) ..	500,000	124,240	950,601	..
	Total	1,760,000	1,052,132	1,038,978	..
	Sundry Receipts and Arrears.				
1, 2	Occasional and sundries	215,000	561,003	262,797	..
3	Payments on account of former financial years	4,110,000	3,237,755	49,117	147,220
	Total	4,325,000	3,798,758	311,914	147,220
	Lighthouse dues	450,000	417,393	..	..
	International telegraph payments	268,915	268,915	..	..
	Total	96,449,453	83,269,911	8,640,739	461,677
	Extraordinary receipts	..	99,300,373	..	..

* Arrears on assessment in favour of municipalities are not included.

A V.—REVENUE FOR THE FINANCIAL YEAR 1890.

Classification.	Description.	Estimate.	Total Receipts.	Arrears on Assessment.*	Collected for Municipalities.
		Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.
	DIRECT TAXES.				
1	Ploughing animals. (Representing land tax)..	2,210,000	1,560,215	532,017	..
3	Oil	1,020,000	1,117,150	1,790	..
4	Wines	1,900,000	1,220,878	427,528	..
5	Currants. Tax on export (representing land tax)	4,208,400	4,630,400	..	..
8	Ionian Islands. Export duties on agricultural produce	2,187,875	1,807,693	..	..
9	Tax on cattle	3,565,000	2,342,288	751,978	..
10	License tax on trades and professions	3,169,000	1,240,355	701,723	130,312
11	House tax	2,430,000	1,645,985	900,120	173,430
12	Tax on net profits of joint stock companies and mines	430,000	485,472	23,758	..
2, 6, 7	Sundries	724,190	511,236	94,476	..
	Total	21,844,465	16,561,672	3,433,399	303,742
	DUTIES AND EXCISE ON ARTICLES OF CONSUMPTION.				
1	Customs duties on imports	25,413,240	24,402,077	1,391	..
2	Excise on tobacco	5,630,000	4,392,406	35,361	..
3	Excise on spirits	450,000	233,758	11,411	..
	Total	31,493,240	29,028,241	48,163	..
	STAMPS AND DUES.				
1	Stamps	9,955,000	9,601,935	3,949	..
2	Consular fees	660,000	513,143	18,854	..
3	Post	1,275,000	1,387,718	471	..
4	Telegraphs	935,000	722,892	11,503	..
5-11	Fines and sundries	3,161,000	2,388,190	842,591	..
	Total	15,986,000	14,613,878	877,368	..
	MONOPOLIES.				
1	Cigarette paper	2,233,000	1,711,063	16,809	..
2	Playing cards	260,000	324,108	..	..
3	Matches	650,000	800,725	..	..
4	Petroleum	3,900,000	4,407,169	..	..
5	Salt	1,950,000	2,168,602	..	..
	Total	8,993,000	9,411,667	16,809	..
	REVENUE FROM STATE PROPERTY.				
1, 2	Real property	463,775	372,321	61,830	..
3, 4, 5, 6, 7	Royalties on mines, public establishments, &c...	1,136,780	421,560	62,445	..
8	Forests	1,003,000	1,211,285	21,989	..
	Fisheries	475,000	467,089	10,033	..
	Total	3,078,555	2,472,255	156,297	..
1-13	Sale of sundry State property	4,387,105	1,316,541	1,752,047	..
	SUNDRY REPAYMENTS AND DEDUCTIONS FROM BUDGETARY EXPENDITURE.				
1	Repayment of advances	1,135,000	118,731	191,369	..
2	Pension fund (retention from salaries)	1,085,000	931,806	2,371	..
3, 4	Miscellaneous (chiefly matters of account) ..	500,000	138,659	2,528,984	..
	Total	2,720,000	1,189,196	2,722,724	..
	SUNDRY RECEIPTS AND ARREARS.				
1, 2	Occasional and sundries	335,000	1,380,460	146,615	..
3	Payments on account of former financial years	3,160,000	2,561,929	40,980	73,977
	Total	3,495,000	3,942,389	187,595	73,977
	Lighthouse dues	450,000	428,419	..	..
	International telegraph payments	340,000	583,784	..	..
	Total	92,787,365	79,548,045	9,194,402	377,719
	Extraordinary receipts { Piræus-Larissa Railway ..	..	40,050,000	..	..
	{ Loan of 135,000,000 fr. ..	..	3,174,000	..	..
	Total	..	43,224,000	..	..

* Arrears on assessment in favour of municipalities are not included.

A VI.—REVENUE FOR THE FINANCIAL YEAR 1891.

Classification.	Description.	Estimate.	Total Receipts.	Arrears on Assessment.*	Collected for Municipalities.
		Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.
	Direct Taxes.				
1	Ploughing animals (representing land tax)	2,300,000	1,699,326	428,963	..
3	Oil	840,000	1,058,324	1,032	..
4	Wine	1,800,000	1,859,808	548,222	..
5	Currants. Tax on export (representing land tax)	4,756,500	4,862,418	..	..
8	Ionian Islands. Export duties on agricultural produce	4,717,838	4,089,974	..	..
9	Tax on cattle	3,565,000	2,118,143	662,293	..
10	License tax on trades and professions	3,203,000	1,600,250	1,651,294	169,408
11	House tax	2,736,000	2,090,398	508,158	219,197
12	Tax on net profits of joint stock companies and mines	495,000	459,221	53	..
2, 6, 7	Sundries	755,850	500,180	75,508	..
	Total	25,169,188	20,338,042	3,875,523	388,605
	Duties and Excise on Articles of Consumption.				
1	Customs duties on imports	25,073,895	25,961,846	..	..
2	Excise on tobacco	5,450,000	3,806,304	5,697	..
3	Excise on spirits	400,000	208,373	31,677	..
	Total	30,923,895	29,976,523	37,374	..
	Stamps and Dues.				
1	Stamps	9,962,500	9,911,553	6,800	..
2	Consular fees	560,000	559,511	25,898	..
3	Post	1,275,000	1,447,841	..	..
4	Telegraphs	900,000	759,329	4,346	..
5-11	Fines and sundries	2,964,000	2,237,163	1,026,198	..
	Total	15,661,500	14,915,397	1,063,242	..
	Monopolies.				
1	Cigarette paper	2,164,000	1,454,694	2,341	..
2	Playing cards	340,000	357,533	..	..
3	Matches	850,000	858,596	..	..
4	Petroleum	4,400,000	4,749,979	..	..
5	Salt	2,300,000	2,268,239	23,656	..
	Total	10,054,000	9,689,041	25,997	..
	Revenue from State Property.				
1, 2	Real property	455,397	426,975	121,890	..
3, 4, 5, 6	Royalties on mines, public establishments, &c.	1,174,000	639,515	58,940	..
7	Forests	1,172,000	1,439,799	10,579	..
8	Fisheries	475,000	471,948	7,328	..
	Total	3,276,397	2,978,237	198,737	..
1-13	Sale of sundry State property	4,065,482	1,269,162	2,125,646	..
	Sundry Repayments and Deductions from Budgetary Expenditure.				
1	Repayment of advances	77,000	73,294	94,681	..
2	Pension fund (retention from salaries)	1,020,000	853,016	2,667	..
3, 4	Miscellaneous (chiefly matters of account)	500,000	136,562	437,253	..
	Total	1,597,000	1,062,872	534,601	..
	Sundry Receipts and Arrears.				
1, 2	Occasional and sundries	620,000	4,374,095	1,956,421	..
3	Payments on account of former financial years	3,440,000	4,080,056	37,805	133,191
	Total	4,060,000	8,454,151	1,994,226	133,191
	Lighthouse dues	450,000	437,487	..	..
	International telegraph payments	500,000	604,857	2,116	..
	Total	95,757,462	89,725,769	9,857,462	..
	Extraordinary receipts: Piræus-Larissa Railway	..	12,900,000	..	..
	Extraordinary receipts: Loan of 135,000,000 fr.	..	3,174,000	..	..
	Total	..	..	..	..

* Arrears on assessment in favour of municipalities are not included.

A VII.—REVENUE RECEIPTS 1887-91 AND ESTIMATES FOR 1892-93.

Classification.	Description.	Amounts Actually Collected.					Estimate.	
		1887.	1888.	1889.	1890.	1891.	1892.	1893.
		Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.
	Direct Taxes.							
1	Ploughing animals (representing land tax) ..	2,258,000	2,357,340	2,135,242	1,560,215	1,699,326	2,016,000	2,116,800
3	Oil	693,609	1,025,262	1,119,940	1,117,150	1,058,324	1,117,600	1,097,700
4	Wine	2,027,710	1,990,369	1,688,582	1,220,878	1,859,808	2,021,000	2,122,000
5	Currants. Tax on export (representing land tax)	4,138,180	4,965,583	5,245,629	4,630,400	4,862,418	4,282,000	3,826,300
8	Ionian Islands. Export duties on agricultural produce	2,519,806	1,979,277	2,555,043	1,807,693	4,089,974	1,780,000	2,087,000
9	Tax on cattle	2,716,866	2,841,057	2,498,233	2,342,288	2,118,143	2,323,000	2,390,000
10	License tax on trades and professions	1,631,432	1,796,701	1,865,476	1,240,355	1,600,250	1,952,000	2,152,000
11	House tax	1,968,827	1,980,528	1,060,684	1,645,985	2,090,398	2,069,000	2,121,000
12	Tax on net profits of joint stock companies and mines	322,681	385,742	417,258	485,472	459,221	378,000	367,400
2, 6, 7	Sundries	1,020,151	1,097,500	803,616	511,236	500,180	687,000	577,000
	Total	19,297,562	20,419,359	19,389,703	16,561,672	20,338,042	18,625,600	18,857,200
	Duties and Excise on Articles of Consumption.							
1	Customs duties on imports	26,988,100	25,708,676	23,883,100	24,402,077	25,961,846	26,122,000	28,200,000
2	Excise on tobacco	2,127,948	4,600,690	4,556,233	4,392,406	3,806,304	4,223,000	5,500,000
3	Excise on spirits	449,979	689,860	444,397	233,758	208,373	188,000	410,000
	Excise on wine	..	..	..	..	..	..	345,000†
	Total	29,566,027	30,999,226	28,883,730	29,028,241	29,976,523	30,533,000	34,455,000
	Stamps and Dues.							
1	Stamps	8,475,237	9,302,126	9,738,257	9,601,935	9,911,553	10,953,000	12,550,000
2	Consular fees	504,310	552,959	534,669	513,143	559,511	486,000	529,000
3	Post	1,048,552	1,194,895	1,319,269	1,387,718	1,447,841	1,509,400	1,609,400
4	Telegraphs	1,155,321	1,213,760	1,358,673	1,306,676	1,364,186	1,380,800	1,440,800
5-11	Fines and sundries	2,202,102	2,699,264	2,122,045	2,388,190	2,237,163	3,646,400	3,721,400
	Total	13,385,722	14,963,004	15,072,913	15,197,662	15,520,254	17,975,600	19,850,600
	Monopolies.							
1	Cigarette paper	1,205,665	2,148,472	2,132,333	1,711,063	1,454,694	1,570,000	2,232,000
2	Playing cards	222,997	261,586	302,605	324,108	357,533	327,000	325,000
3	Matches	562,523	659,550	727,732	800,725	858,596	923,000	950,000
4	Petroleum	3,695,366	3,972,044	4,157,342	4,407,169	4,749,979	5,295,000	5,650,000
5	Salt	1,928,293	1,990,082	2,258,097	2,168,602	2,268,239	2,450,000	2,500,000
	Total	7,614,844	9,031,734	9,578,609	9,411,667	9,689,041	10,565,000	11,657,000
	Revenue from State Property.							
1, 2	Real property	464,489	453,968	394,451	372,321	426,975	424,000	423,000
3, 4, 5, 6	Royalties on mines, public establishments, &c...	687,065	598,417	1,157,556	421,560	639,515	517,000	1,078,500
7	Forests	1,008,021	1,090,134	1,242,147	1,211,285	1,439,799	1,617,000	1,483,000
8	Fisheries	494,589	469,610	461,378	467,089	471,948	485,000	485,000
	Total	2,654,164	2,612,129	3,255,532	2,472,255	2,978,237	3,043,000	3,469,500
1-33	Sale of sundry State property	1,799,330	1,638,970	1,821,141	1,316,544	1,269,162	1,470,000	1,470,000
	Sundry Repayments and Deductions from Budgetary Expenditure.							
1	Repayment of advances	57,321	84,081	61,148	118,731	73,294	205,000	85,000
2	Pension fund (retention from salaries)	1,085,144	1,019,164	866,744	931,806	853,016	918,000	903,000
3, 4	Miscellaneous (chiefly matters of account) ..	72,804	3,088,587	124,240	138,659	136,562	54,000	563,000
	Total	1,215,269	4,191,832	1,052,132	1,189,196	1,062,872	1,177,000	1,551,000
	Sundry Receipts and Arrears.							
1, 2	Occasional and sundries	3,422,190	2,003,688	561,003	1,380,460	4,374,095	3,500,000	874,000
3	Payments on account of former financial years	3,360,669	3,145,762	3,237,755	2,561,929	4,080,056	3,600,000	4,000,000
	Total	6,782,859	5,149,450	3,798,758	3,942,389	8,454,151	7,100,000	4,874,000
	Lighthouse dues*	242,598	440,282	417,393	428,419	437,487	461,000	800,000
	Communal contributions in aid of primary education	..	..	..	..	..	..	2,560,000
	Communal contributions for police service	..	..	..	..	..	..	1,620,000
	Total	82,558,375	89,445,986	83,269,911	79,548,045	89,725,769	90,950,200	101,164,300
	Extraordinary receipts	93,360,420	4,119,822	99,300,373	43,224,900	12,900,000	1,280,000	1,000,000

* In 1893, anchorage dues, formerly shown under the heading of fines and sundries, are included with lighthouse dues. † Excise on wine is a new tax in 1893.

Notes on Estimation of Revenue for 1892.

From 11 months' average (1,865,000) deduct 6 per cent. for effect to October 30, of increase of rate by 20 per cent. under Law of August 19, 1892, and add 15 per cent. for effect of this nominal increase of 20 per cent. for the portion of the financial year subsequent to August 19. Ploughing animals.

Percentage calculation shows 1,390,000 dr. This is far in excess of previous years, and there are no special circumstances apparent, to warrant the anticipation that such a sudden important increase will be maintained throughout the financial year, particularly as the olive crop is indifferent. The percentage result is therefore reduced by 20 per cent. in estimating the revenue for the entire year. Oil.

The assessment for the wine tax commences only after the autumn manufacture of wine, and consequently, the period to the end of November is too short to admit of its being taken as a basis for an estimation by average percentages. To calculate the estimate tabulated, the average of receipts of the last 5 years has been taken, and to this sum has been added 15 per cent. on account of the increase of the rate by 20 per cent. from August, 1892. Wine.

The estimate by average for 11 months' results has been taken. The crop has been small, which justifies the diminution of revenue indicated. Currants.

The estimate is on the basis of the average of 11 months' returns. Ionian Islands.

The estimate is on the 11 months' basis. Export.

The average of the last 5 years has been taken, and 20 per cent. added for increased activity in collection, as evidenced by the returns for the 11 months ending November 30. Tax on cattle. License tax.

Average of the last 5 years, including an addition of 1,600,000 dr. for non-assessment in Athens in the years 1889 and 1890. The Athens annual assessment exceeds 1,000,000 dr. House tax.

The revenue from this, as from the license tax, is almost entirely dependent on the activity of the Administration in collection, and this has hitherto proved a very varying factor.

The revenue from this tax is estimated on the basis of the 11 months' averages. Tax on net profits.

Result calculated on the 11 months' basis, with the addition of 15,000 dr., balance of increase from higher taxation, estimated at 42,955 dr. for the entire year. Sundries.

Result calculated on 11 months' basis. The actual returns, which are now known, approximate 27,000,000 dr., but the rapid Customs.

increase in the last 2 months of the year is almost certainly attributable to accelerated importation, in anticipation of higher duties under the new tariff to take effect in 1893.

Tobacco. Calculated on the basis of the average of 11 months' returns.

Spirits. Calculated on the 11 months' basis.

Stamps. Calculated on the 11 months' basis.

Post. Calculated on the 11 months' basis.

Telegraphs. Calculated on the 11 months' basis.

(It is stated that the telegraph receipts are always above the average in the month of December. The post and telegraph 11 months' receipts are taken from the departmental accounts, which, for some hitherto unexplained reason, are smaller than the figures shown in the Accountant-General's returns. The latter have been taken in the table giving the annual returns of revenue from 1887 to 1891.)

Consular fees. Calculated on the 11 months' average basis.

Fines and sundries. Calculated on the 11 months' basis, less 20 per cent. increase due to the new conditions for payment for exemption from military service, which have already produced 1,726,000 dr. Important changes of system have been made under this head.

Cigarette paper. Calculated on the 11 months' basis.

Playing cards. Calculated on the 11 months' basis.

Matches. Calculated on the 11 months' basis.

Petroleum. Calculated on the 11 months' basis.

Salt. Calculated on the 11 months' basis.

State real property. Calculated on the 11 months' basis.

Mines, public establishments, &c. Calculated on the 11 months' basis.

Forests. Calculated on the 11 months' basis.

Fisheries. Calculated on the 11 months' basis.

Sale of State property. Average of last 3 years. Revenue dependent on activity in collection. Anticipated increase justified by results of the collection during 11 months.

Repayment of advances. No reliable basis available for estimation. Result shown obtained from average of 11 months' returns.

Miscellaneous. Official estimate. Items appearing on both sides of the account.

Occasional and sundries. The average of 11 months' receipts does not afford a reliable basis for estimation, and, judging from the results for the first 11 months of the year, would appear to give too high a figure. Under this head, however, an extraordinary receipt of 370,000 dr. is due, and 2,500,000 dr. have been realised by a concession to the National Bank, so that, having also in view the results of 11 months, 3,500,000 dr. would appear a justifiable estimate.

Payment on account former years. The figure obtained by the calculation from 11 months' averages, though hardly a sufficiently reliable estimate, has been taken. There is no other available basis for estimation.

Lighthouse dues. Calculated on the basis of average receipts for 11 months.

Pension fund. The official estimate, less 10 per cent., has been accepted. The receipts depend directly on the amount of the credit for the

A VIII—ESTIMATED REVENUE FOR 1892, Calculated on Receipts for First 11 Months.

Classification.	Description.	Revenue Returns, January 1 to November 30.			Percentage of Total Revenue of Financial Year Received during First 11 Months.		Average Percentage of Total Received in 11 Months, 1890 and 1891.	Estimated Receipts, 1892, Calculated on Average 11 Months' Percentages in 1890 and 1891.
		1890.	1891.	1892.	1890.	1891.		
		Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.
	Direct Taxes.							
1	Ploughing animals (representing land tax) ..	571,000	715,000	733,000	36·6	42·1	39·3	1,865,000
3	Oil	135,000	156,000	190,000	12·6	14·7	13·6	1,397,000
4	Wine	..	..	..	..	..	..	2,021,000
5	Currants. Tax on export (representing land tax)	3,224,000	3,688,000	3,109,000	69·5	75·8	72·6	4,282,000
8	Ionian Islands. Export duties on agricultural produce	1,662,000	3,971,000	1,681,000	91·7	97·1	94·4	1,780,000
9	Tax on cattle	1,132,000	1,176,000	1,208,000	48·6	55·5	52·0	2,323,000
10	License tax on trades and professions	138,000	282,000	511,000	*11·0*	*17·6*	*14·3*	3,573,000
11	House tax	162,000	575,000	352,000	*9·8*	*27·4*	*18·6*	1,892,000
12	Tax on net profits of joint stock companies and mines	183,000	151,000	133,000	37·6	32·8	35·2	378,000
2, 6, 7	Sundries	327,000	266,000	395,000	64·3	53·2	58·7	672,000
	Total	7,534,000	10,980,000	8,312,000	..	..	..	20,183,000
	Duties and Excise on Articles of Consumption.							
1	Customs duties on imports	22,268,000	24,052,000	24,007,000	91·2	92·6	91·9	26,122,000
2	Excise on tobacco	3,851,000	3,481,000	3,780,000	87·6	91·4	89·5	4,223,000
3	Excise on spirits	157,000	157,000	134,000	67·3	75·3	71·3	188,000
	Total	26,276,000	27,690,000	27,921,000	..	..	..	30,533,000
	Stamps and Dues.							
1	Stamps	8,616,000	8,765,000	9,759,000	89·8	88·4	89·1	10,953,000
2	Consular fees	311,000	355,000	300,000	60·1	63·4	61·7	486,000
3	Post	1,244,000	1,298,000	1,393,000	89·8	89·8	89·8	1,551,000
4	Telegraphs	879,000	901,000	1,274,600	71·6	68·8	70·2	1,815,000
5–11	Fines and sundries	1,370,000	1,488,000	2,826,000	*57·4*	*66·6*	*62·0*	4,558,000
	Total	12,420,000	12,807,000	15,552,600	..	..	..	19,363,000
	Monopolies.							
1	Cigarette paper	1,498,000	1,336,000	1,409,000	87·6	91·8	89·7	1,570,000
2	Playing cards	250,000	281,000	255,000	77·2	78·4	77·8	327,000
3	Matches	740,000	789,000	850,000	92·2	92·0	92·1	923,000
4	Petroleum	3,885,000	4,182,000	4,660,000	88·1	88·0	88·0	5,295,000
5	Salt	1,996,000	2,112,000	2,266,000	91·9	93·1	92·5	2,450,000
	Total	8,369,000	8,700,000	9,440,000	..	..	..	10,565,000
	Revenue from State Property.							
1, 2	Real property	213,000	294,000	268,000	57·6	68·8	63·2	424,000
3, 4, 5, 6	Royalties on mines, public establishments, &c...	313,000	322,000	337,000	79·8	50·4	65·1	517,000
7	Forests	955,000	1,069,000	1,239,000	79·0	74·2	76·6	1,617,000
8	Fisheries	409,000	419,000	429,000	87·9	88·7	88·3	485,000
	Total	1,890,000	2,104,000	2,273,000	..	..	..	3,043,000
1–13	Sale of sundry State property	378,000	397,000	453,000	28·6	31·2	29·9	1,515,000
	Sundry Repayments and Deductions from Budgetary Expenditure.							
1	Repayment of advances	92,000	47,000	154,000	*35·9*	*64·3*	*75·1*	205,000
2	Pension fund (retention from salaries)	260,000	305,000	209,000	*25·9*	*35·6*	*30·7*	680,000
3, 4	Miscellaneous (chiefly matters of account) ..	68,000	26,000	18,000	*46·8*	*19·1*	*32·9*	54,000
	Total	420,000	378,000	381,000	..	..	..	939,000
	Sundry Receipts and Arrears.							
1, 2	Occasional and sundries	1,241,000	77,000	3,127,000	*89·5*	*55·3*	*72·4*	4,319,000
3	Payments on account of former financial years	2,240,000	3,260,000	3,020,000	*87·9*	*79·8*	*83·8*	3,600,000
	Total	3,481,000	3,337,000	6,147,000	..	..	..	7,919,000
	Lighthouse dues	347,000	324,000	358,000	81·2	74·1	77·6	461,000
	Grand total	61,115,000	66,717,000	70,837,600	..	..	..	94,521,000

N.B.—Averages noted in italic, although worked out in this table, are manifestly inapplicable for calculation of future revenue. There is practically no collection of wine tax before the end of November.

salaries of public servants, and are therefore not open to much uncertainty.

Communal contributions in aid of education.

This is a new imposition. The official estimate is 3,041,200 dr. It is not clear what receipts may fairly be expected on account of the financial year 1892. The item has been therefore entirely omitted in estimation, but it may probably produce from 1,000,000 dr. to 2,000,000 dr.

Where the estimate has been based on the average of the receipts over a period of years, the number of years, on which the average has been struck, has been determined by consideration of whether the revenue under the particular heading has been fairly steady or not, and, if varying, by the further consideration whether it shows an increasing or diminishing tendency.

A IX.—Comparison of Independent Estimate and Results 1892.

Classes of Revenue.	Estimate.	Results.	Deficit.	Excess.
	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.
Playing cards	327,000	326,277	723	..
Matches	923,000	936,060	..	13,060
Petroleum	5,295,000	5,372,166	..	77,166
Salt	2,450,000	2,516,299	..	66,299
Cigarette paper	1,570,000	1,670,217	..	100,217
Tobacco	4,223,000	4,294,275	..	71,275
Stamps	10,953,000	10,983,284	..	30,284
Customs	26,122,000	26,753,648	..	631,648
Total	51,863,000	52,852,226	23	989,949
Difference in excess of estimate		989,226		

A X.—Estimated Revenue for the Financial Year 1893.

Classification.	Description.	Official Estimate.	Independent Estimate.
		Drachmæ.	Drachmæ.
	Direct Taxes.		
1	Ploughing animals (representing land tax)	2,572,000	2,116,800
3	Oil	1,101,000	1,097,700
4	Wine	2,393,480	2,122,000
5	Currants. Tax on export (representing land tax)	3,980,563	3,826,300
8	Ionian Islands. Export duties on agricultural produce ...	2,372,508	2,087,000
9	Tax on cattle	3,040,006	2,390,000
10	License tax on trades and professions	3,637,000	2,152,000
11	House tax	2,578,858	2,121,000
12	Tax on net profits of joint stock companies and mines	368,000	367,400
2, 6, 7	Sundries	702,696	577,000
	Total	22,755,111	18,857,200
	Duties and Excise on Articles of Consumption.		
1	Customs duties on import ...	29,487,000	28,200,000
2	Excise on tobacco	5,716,000	5,500,000
3	,, spirits	500,000	410,000
	,, wine	350,000	345,000
	Total	36,053,000	34,455,000
	Stamps and Dues.		
1	Stamps	12,339,067	12,550,000
2	Consular fees	560,000	529,000
3	Post	1,675,000	1,609,400
4	Telegraphs...	1,360,000	1,440,800
5-11	Fines and sundries	3,783,669	3,721,400
	Total	19,717,736	19,850,600
	Monopolies.		
1	Cigarette paper	2,310,000	2,232,000
2	Playing cards	357,500	325,000
3	Matches	880,000	950,000
4	Petroleum	5,653,410	5,650,000
5	Salt	2,291,896	2,500,000
	Total	11,492,806	11,657,000
	Revenue from State Property.		
1, 2	Real property	474,540	423,000
3, 4, 5, 6	Royalties on mines, public establishments, &c.	1,691,092	1,078,500
7	Forests	1,428,870	1,483,000
8	Fisheries	477,400	485,000
	Total	4,071,902	3,469,500
1-13	Sale of sundry State property ..	2,976,674	1,470,000
	Sundry Repayments and Deductions from Budgetary Expenditure.		
1	Repayment of advances... ...	95,000	85,000
2	Pension fund (retention from salaries)	902,000	903,000
3, 4	Miscellaneous (chiefly matters of account)	563,000	563,000
	Total	1,561,000	1,551,000
	Sundry Receipts and Arrears.		
1, 2	Occasional and sundries ...	874,000	874,000
3	Payments on account of former financial years	4,990,000	4,000,000
	Total	5,864,000	4,874,000
	Lighthouse and anchorage dues	842,343	800,000
	Communal contributions for primary education	3,200,200	2,560,000
	Communal contributions for police	1,800,000	1,620,000
	Total	110,334,772	101,164,300
	Extraordinary receipts (road loan)	1,000,000	1,000,000

A XI.—Amounts Payable in Gold in Estimated Revenue for 1893.

Item.	Description.	Official Estimate.	Independent Estimate.
		Drachmæ.	Drachmæ.
Currants	Five-sixths of the amount as assessed in currency ..	3,989,563	3,826,300
Ionian Islands: Exports	Three-fifths of the amount as assessed in currency, with a reduction of one-sixth	1,318,060	1,159,500
Tax on commercial profits	Currency assessment, with a reduction of one-sixth	384,908	367,400
Sundries	Tax on valonea, figs, and cocoons. Reduction of one-sixth from currency assessment	368,786	341,600
Stamps	Stamps on steamer tickets for foreign journeys, estimated at	50,000	50,000
Mines, &c.	Emery sales	800,000	600,000
	Other taxes connected with mines and minerals ..	282,411	285,000
Consular fees	..	560,000	529,000
Forests	Receipts from valonea, less one-sixth	200,000	200,000
Trade marks	New regulations not taken into account in the budget	10,000	1,000
Lighthouse and anchorage dues	..	712,715	650,000
Total	..	8,666,443	8,008,800

Notes on Estimation of Revenue for the Year 1893.

Ploughing animals. The higher rate introduced in August, 1892, should take fuller effect, and this anticipation, together with the probable result of improved collection, has been taken as justifying an estimate 5 per cent. higher than that worked out for 1892.

Oil. The average of the last three years, including the estimate for 1892, has been taken.

Wine. Five per cent. is added for increase of rate from August, 1892, the full effect of which was not allowed for in the estimate for that year.

Currants. The average of the last three years, including 1892, has been taken, and from this sum one-sixth has been deducted, in accordance with the Law making this tax payable in gold. Returns of revenue from this source have failed to show stability during the last three years.

Ionian Islands. Export. The average of the last six years, including 1892, has been taken, and 20 per cent. deducted from the receipts of 1891, that year having been favoured by a totally exceptional olive crop. Three-fifths of this amount is payable in gold, with a reduction of one-sixth on the amount thus payable.

Cattle tax. This tax will be collected under a new system. Each animal registered for taxation will now have to pay according to a fixed rate, whereas formerly the communes were assessed for certain sums which they divided among the owners of animals. The average of arrears of this tax during the last six years having been 625,800 dr., the estimate has been arrived at by deducting 650,000 dr. from the official estimate. With active collection a considerably larger sum should be encashed.

License tax. The estimate for 1892 has been taken, and 200,000 dr. added for earlier assessment, facilitating better collection.

The amount which may be received from this tax depends almost entirely on proper collection. Great improvement in this respect is promised in the current year, and seems likely to be realised.

House tax. The receipts from this tax have been estimated by the addition of $2\frac{1}{2}$ per cent. to the estimate for 1892. Regarding the importance of proper collection the same remarks apply as to the license tax, but there is not so much room for improvement in this case.

Tax on net profits. The average of the last three years, including 1892, has been taken, and the amount reduced by one-sixth, according to the Law making this tax payable in gold.

Sundries. The average of the last four years, including 1892, has been taken, with an increase of 20,000 dr. for increased taxation from August, 1892, and a reduction of one-sixth on 410,000 dr., the amount officially estimated as payable in gold.

Customs. 1,000,000 dr. have been added to the estimate for 1892 for the fuller effect of the considerable increase made in the tariff in the latter half of that year, and another 1,000,000 dr. for the further increase in 1893. The revenue under this head has been steadily increasing.

Tobacco. The receipts are estimated on the basis of the cutting of 80,000 okes of tobacco per month, and the amount is fully justified by the returns of the last few months of 1892.

Spirits. 200,000 dr. have been added to the average of the receipts during the last three years (including 1892), 260,000 dr. being the nominal sum to be obtained by increased taxation.

Wine. This is a new tax, and it should be easily collected as it is assessed on the wine cellared by licensed dealers according to the population of the locality; it varies from 5 c. to 20 c. per oke.

Stamps. 1,100,000 dr. are added to the estimate for 1892, on account of a nominal addition of 1,450,000 dr. for increased taxation, and 500,000 dr. are added for a new imposition of stamp duty on school certificates. Revenue under this head is steadily increasing.

Consular fees. The average of the last five years, including 1892, is taken. The collection in 1892 was exceptionally poor.

Post. 100,000 dr. are added to the estimate for 1892 on account of the increased rate for foreign postage. The gross revenue is steadily increasing.

Telegraphs. 60,000 dr. are added to the estimate for 1892 on account of the higher rate to be charged for foreign telegrams.

Fines and sundries. To the estimate for 1892, 250,000 dr. have been added. It is likely that a large sum will be collected from the fines payable for exemption from military service. These in 1892 produced 1,720,000 dr., and will take fuller effect in 1893.

Cigarette paper. Estimate, proportionate to that for tobacco-cutting, but with a reduction of 72,000 dr. for 30,000 okes of "tumbeki," with which cigarette paper is not supplied.

Playing cards. A varying revenue, and likely to fall, on account of greater stringency in the measures adopted for the suppression of gambling saloons.

Matches. A small addition to the estimate for 1892. This is a rapidly and largely increasing source of revenue.

Petroleum. The price of petroleum was raised from 26 dr. to 30 dr. per case in August, 1892, equivalent to an increase of 15·4 per cent. This is also a rapidly and largely increasing source of revenue.

Salt. This is also a steadily and, latterly, rapidly increasing source of revenue.

State real property. The average of the last six years, including 1892, is taken.

Mines, public establishments, &c. The average of the last 3 years, including 1892, is taken, with an increase of 600,000 dr., anticipated from larger sales of Government emery, encouraged by a considerable reduction in the selling price. A reduction of one-sixth is made on a portion of the assessment amounting to 285,000 dr., which, under the new Law, will be payable in gold.

Forests. The average of the last 3 years, including 1892, is taken, with an addition of 100,000 dr. for increase of dues, nominally amounting to 131,000 dr.; 40,000 dr. are deducted as one-sixth of a portion of the assessment (240,000 dr.) payable in gold. The revenue from this source is steadily increasing.

Fisheries. The estimate for 1892 is repeated. Revenue under this head is steadily increasing.

Sale of State property.

The average of the last 4 years, including 1892, is taken. The result is dependent chiefly on efficient collection.

Repayment of advances.

The official estimate is accepted. There are no data for clearly establishing this figure.

Pension fund.

The official estimate is accepted. There is no difficulty in estimating this figure, which depends directly on the amount of the credit for the salaries of public servants.

Miscellaneous.

The official estimate is accepted. The correctness of this estimate is immaterial, as the sum is a matter of account, which, when definitely ascertained, will appear both in expenses and in revenue.

Occasional and sundries.

The official estimate, which includes 306,000 dr. from a special source, is accepted. The average collection under this head has been about 2,500,000 dr.

Payments on account former years.

The official estimate is 4,990,000 dr., and from this sum 990,000 dr. have been deducted. These returns will certainly show an increase on the average, particularly on account of collection of license and house tax arrears.

Lighthouse dues and anchorage dues.

These dues, which have been increased, are now included under one heading. They are payable in gold by all vessels voyaging to foreign parts. The departmental estimate of receipts exceeds 700,000 fr. gold and 129,000 dr. currency.

Communal contribution (education).

The official estimate, less 20 per cent. for arrears, has been adopted, but so much depends on efficiency in collection that the figure is perhaps a doubtful one. The tax has been recently imposed, and there are therefore no data from former years to serve as a guide.

Communal contribution (police).

The official estimate, less 10 per cent. for arrears, has been adopted. This also is a new imposition in its present form, and there are no previous data to serve as a guide in estimation, but as the communes have until now taxed themselves to provide police service no increased demand is made on the taxpayers, and the full amount may possibly be collected.

Where the estimate has been based on the average of the receipts over a term of years, the number of years on which the average has been struck has been determined by the considerations whether the revenue under the particular heading has been fairly steady or not, or, if varying, whether it shows an increasing or diminishing tendency.

B I.—ARREARS* OF REVENUE AND COLLECTION ON ACCOUNT OF ARREAR

Classification of Revenue.	1882.		1883.		1884.		1885.		1886.		1887.		
	Arrears.	Collected.	Arrears.	Collected.	Arrears.	Collected.	Arrears.	Collected.	Arrears.	Collected.	Arrears.	Collected.	A
	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	D
Tax on cattle	274,513	..	363,218	..	274,816	..	459,644	..	447,575	..	442,366	..	
Wine tax	..	..	..	..	..	..	..	..	..	..	387,570	..	
Ploughing animals	..	..	..	..	..	..	..	..	..	..	468,377	..	
House tax	464,380	..	417,553	..	358,459	..	574,441	..	599,709	..	716,666	..	
License tax	494,638	..	588,121	..	627,268	..	792,547	..	925,502	..	1,128,650	..	1
Domains	2,226,318	..	2,219,132	..	2,188,178	..	2,790,909	..	3,130,123	..	2,616,620	..	2
Remaining classes of revenue	1,780,575	..	2,514,191	..	1,953,421	..	2,075,026	..	2,558 776	..	2,529,595	..	1
Total	5,240,424	2,119,586	6,102,215	2,044,578	5,402,142	1,516,424	6,692,567	2,253,744	7,661,685	1,713,688	8,289,844	3,494,670	7

* The following are the amounts of arrears outstanding, on October 31, in the years indicated:—1871, 66,190,312 drachmæ; 1882, 91,769,809 drachmæ; 1885, 103,222,882 drachmæ; 1886, 109,528,108 drachmæ; 1887, 115,5 drachmæ; 1892, 143,364,396 drachmæ.

From above amounts should properly be deducted the following sums, which are arrears of payments in settlement of claims compounded by the Government, and are therefore practically arrears counted twice over:—1888, 38,006 d

, 1882-1891.

1888.		1889.		1890.		1891.	
rears.	Collected.	Arrears.	Collected.	Arrears.	Collected.	Arrears.	Collected.
chmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.
29,437	..	781,867	..	751,978	..	662,293	..
76,741	..	535,111	..	427,528	..	548,222	..
38,359	..	546,700	..	532,017	..	428,963	..
19,536	..	376,684	..	900,129	..	508,158	..
45,208	..	1,145,716	..	701,723	..	1,651,294	..
14,507	..	2,413,717	..	1,752,047	..	2,125,646	..
85,142	..	3,004,276	..	4,541,068	..	4,155,476	..
98,930	3,196,171	8,804,071	3,095,455	9,606,490	2,468,505	10,080,052	4,080,056

,864 drachmæ ; 1888, 120,315,038 drachmæ ; 1889, 124,517,798 drachmæ ; 1890, 130,226,414 drachmæ ; 1891, 137,364,400

achmæ ; 1889, 49,117 drachmæ ; 1890, 40,980 drachmæ ; 1891, 37,805 drachmæ.

B. II.—LOSS OF REVENUE BY ARREARS, 1882–91.

Years.	Total Arrears.	Arrears Not Affecting Ordinary Revenue.	Arrears Affecting Ordinary Revenue.	Collected on Account Arrears.	Annual Loss by Arrears of Ordinary Revenue.	Remarks.
	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	
1882	5,240,424	814,848	4,425,576	2,119,586	2,305,990	The sums noted as collected on account arrears, include collections on accounts unconnected with results of taxation, that is collections on account of arrears noted in the third column, as not affecting ordinary revenue. If these items could be correctly ascertained, and eliminated, as they should be, the loss of ordinary revenue, would be more accurately shown, and would appear sensibly heavier.
1883	6,102,215	1,236,016	4,866,199	2,044,578	2,821,621	
1884	5,402,142	976,098	4,426,044	1,516,424	2,909,620	
1885	6,692,567	914,424	5,778,143	2,253,744	3,524,399	
1886	7,661,685	1,182,948	6,478,737	1,713,688	4,765,049	
1887	8,289,844	609,118	7,680,726	3,494,670	4,186,056	
1888	7,398,930	240,641	7,158,289	3,196,171	3,962,118	
1889	8,804,071	1,338,140	7,465,931	3,095,455	4,370,476	
1890	9,606,490	2,907,948	6,698,542	2,468,505	4,230,037	
1891	10,080,052	2,526,160	7,553,892	4,080,056	3,473,836	
Total	75,278,420	12,746,341	62,532,892	25,982,877	36,549,202	
Average ..	7,527,842	1,274,634	6,253,208	2,598,288	3,654,920	

B III.—HOUSE TAX RECEIPTS AND ARREARS.

Year of Collection.	Arrears in 1882.	Year of Assessment.										Total Annual Receipts.
		1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	
	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.
1882	540,434	540,493	...	...	...	...	...	...	...	...	...	1,080,927
1883	128,144	82,184	...	...	...	...	...	...	...	...	...	210,328
1884	196,629	48,511	1,021,902	1,035	...	...	...	...	...	...	...	1,268,077
1885	27,012	21,583	55,602	536,811	473	...	...	...	...	...	...	641,481
1886	9,315	5,919	13,081	229,692	589,268	...	...	...	...	...	...	847,275
1887	1,478	2,139	7,221	64,326	155,456	745,781	346,161	...	...	...	...	1,322,582
1888	1,648	1,480	5,526	245,161	193,721	340,261	1,890,479	947,700	...	...	..	3,625,976
1889	5,528	1,324	1,728	286,780	133,952	213,586	70,108	1,268,909	204,892	...	...	2,186,817
1890	4,506	626	1,443	34,657	105,107	102,637	22,486	34,836	831,000	235,268	...	1,372,566
1891	4,235	676	1,255	2,677	8,800	29,000	11,100	291,112	770,214	1,387,727	709,846	3,216,642
Total receipts ...	918,929	704,935	1,107,758	1,401,139	1,186,787	1,431,265	2,340,334	2,542,557	1,806,106	1,622,995	709,846	15,772,651
Assessment	...	1,190,922	1,361,261	1,789,655	1,811,431	2,179,287	2,647,025	2,659,607	2,556,891	2,574,074	2,382,977	21,153,130
Arrears	...	485,987	253,503	388,516	624,644	748,022	306,691	117,050	750,785	951,079	1,673,131	6,299,408

NOTE.—In the years 1883 and 1886, no collection was made, on account of those years, the assessments having been made too late. The arrears on assessment for 1891 will be diminished by the amount collected within the financial year, during the first ten months of 1892.

B IV.—LICENSE TAX RECEIPTS AND ARREARS.

Year of Collection.	Arrears in 1882.	Year of Assessment.										Total Annual Receipts.
		1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	
	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.
1882	60,149	524,186	...	...	...	...	...	...	...	...	...	584,335
1883	15,970	560,478	950,006	...	...	...	...	...	...	...	...	1,526,454
1884	35,736	76,525	450,316	802,765	...	...	...	...	...	...	...	1,320,342
1885	5,701	13,876	27,116	593,529	953,069	...	...	...	...	...	...	1,593,291
1886	502	2,029	5,657	218,183	395,936	984,111	...	...	...	...	...	1,606,418
1887	314	1,641	3,713	33,107	79,776	325,059	734,208	...	...	...	...	1,177,818
1888	869	513	3,660	20,993	24,279	71,680	1,111,906	1,006,494	...	...	...	2,240,394
1889	2,198	846	1,147	5,341	41,158	12,901	463,169	1,076,940	770,782	...	...	2,374,482
1890	370	599	841	2,398	5,435	8,696	74,151	235,893	1,115,824	228,590	...	1,672,797
1891	1,324	435	859	4,365	1,352	5,137	36,400	100,619	325,960	1,262,300	395,808	2,134,559
Total receipts ...	123,133	1,181,128	1,398,315	1,680,681	1,501,005	1,407,584	2,419,834	2,419,946	2,212,566	1,490,890	395,808	16,230,890
Assessment	...	1,696,814	1,868,624	2,240,689	2,114,210	2,193,248	3,241,788	3,470,052	3,143,695	3,663,592	3,627,435	27,260,157
Arrears	...	515,686	470,319	560,008	613,205	785,664	821,954	1,050,106	931,129	2,172,702	3,231,627	11,152,400

NOTE.—The arrears on the 1891 assessment will be diminished by the amount collected within the financial year, during the first ten months of 1892.

(For Tables C I. and C II. see pp. 57*a* and 57*b*.)

EVENUE RETURNS FROM MORE IMPORTANT ECONOMIC SOURCES, 1885–91.

l Gross eipts, t Taxes.	Expenses of Collection, &c.	Net Revenue from Direct Taxes.	Post and Telegraph Gross Income.	Post and Telegraph Net Income.	Customs Duties.	Stamp Dues.	Tobacco.	Cigarette Paper.	Playing Cards.	Petroleum.	Matches.	Salt.	Net Revenue Indirect Taxes.	Forests.	Mines.	Grand Total.	Years.
hmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	
486,972	864,723	12,622,249	2,525,175	210,758	14,641,800	5,823,600	2,131,300	553,400	9,219	1,491,900	72,800	1,111,300	25,816,881	1,078,300	124,876	39,853,064	1885
528,793	901,877	13,726,916	2,850,531	212,810	18,129,100	6,759,200	1,922,900	471,100	124,400	2,523,600	496,300	420,100	30,846,700	814,400	128,029	45,728,855	1886
525,170	1,169,484	15,355,686	2,553,715	253,645	25,923,500	7,419,000	1,780,000	1,012,100	117,700	2,838,700	373,800	1,163,800	40,628,600	892,500	140,254	57,270,685	1887
766,870	1,220,290	19,546,580	2,735,541	384,101	24,837,200	8,102,400	3,784,200	1,702,800	174,400	2,081,500	361,000	1,097,000	42,150,500	981,500	192,862	63,255,543	1888
803,499	1,113,979	18,689,520	2,958,890	514,570	22,757,700	8,303,700	3,796,100	1,744,800	255,800	2,365,100	545,300	1,269,400	41,037,900	1,134,600	218,284	61,594,874	1889
768,020	986,887	14,781,133	3,030,075	561,310	23,198,800	8,570,200	3,615,300	1,273,400	186,500	2,729,700	519,400	1,144,300	41,237,600	1,106,500	334,200	58,020,743	1890
039,001	1,322,788	19,716,213	3,198,220	393,636	24,700,800	8,651,000	3,163,500	1,057,400	216,200	2,940,700	645,800	1,241,900	42,617,300	1,339,500	258,175	64,324,824	1891
018,325	7,580,028	114,438,297	19,852,146	2,530,830	154,188,900	53,629,100	20,203,300	7,815,000	1,065,781	16,971,200	3,014,400	7,447,800	264,335,481	7,347,300	1,396,680	390,048,588	...
131,189	1,082,861	16,348,328	2,836,021	361,547	22,026,986	7,661,300	2,886,186	1,116,428	152,254	2,424,457	430,629	1,063,971	37,762,211	1,049,614	199,525	55,721,235	...
560,600	1,085,000	16,475,600	2,890,200	523,025	24,853,000	9,560,000	3,509,000	1,141,000	198,000	3,278,000	694,000	1,341,000	44,574,000*	1,504,300	270,200	63,347,125	1892

g less than 14 per cent. on the gross receipts. If 14 per cent. be deducted from the receipts of these taxes, now ascertained as realised for 1892, the net figure will be 45,186,148 dr., showing an actual increase of revenue from these taxes of 2,568,800 dr. as compared with 1891.

Years.	Ploughing Animals.	Oil.	Wine.	Currants.	Ionian Islands.	Cattle Tax.	House Tax.	License Tax.	To R Dir
	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Dr
1885	2,015,500	544,300	398,800	4,077,200	1,688,200	2,528,200	641,481	1,593,291	1
1886	1,889,500	1,396,500	826,200	4,116,600	1,761,200	2,185,100	847,275	1,606,418	1
1887	2,258,300	693,600	2,027,700	4,138,200	2,190,100	2,716,800	1,322,652	1,177,818	1
1888	2,357,300	1,025,200	1,990,300	4,965,500	1,721,200	2,841,000	3,625,976	2,240,394	2
1889	2,135,200	1,119,900	1,688,500	5,245,600	2,555,000	2,498,000	2,186,817	2,374,482	1
1890	1,560,000	1,117,000	1,220,000	4,630,000	1,808,000	2,343,000	1,417,223	1,672,797	1
1891	1,699,300	1,058,300	1,359,800	4,862,400	4,089,900	2,118,100	3,216,642	2,134,559	2
Total ...	13,915,100	6,954,800	10,011,300	32,035,500	15,813,600	17,230,200	13,258,066	12,799,759	12
Average ...	1,987,871	993,543	1,430,186	4,576,500	2,259,086	2,461,457	1,894,009	1,828,537	1
Estimate for 1892	2,016,000	1,117,600	2,021,000	4,282,000	1,780,000	2,323,000	2,069,000	1,952,000	1

* The average cost of collection of the indirect taxes for the years 1889, 1890, and 1891 was 6,680,000 dr. approximately, amounting to somet

C II.—COMPARISON OF RECEIPTS FROM INDIRECT TAXES, 1891 and 1892.

	Playing Cards.		Matches.		Petroleum.		Salt.		Cigarette Paper.		Tobacco.	
	1891.	1892.	1891.	1892.	1891.	1892.	1891.	1892.	1891.	1892.	1891.	189
	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drach
Receipts for first half year ..	135,155	120,670	392,315	414,598	2,134,093	2,354,234	1,114,970	1,142,167	718,437	597,621	1,971,868	1,687,
„ „ second „ ..	222,378	205,475	466,282	521,467	2,615,886	2,973,340	1,175,651	1,374,132	716,674	1,005,951	1,796,499	2,579,
Totals	357,533	326,145	858,597	936,065	4,749,979	5,327,574	2,290,621	2,516,299	1,435,111	1,603,572	3,768,367	4,267,
Official Estimate, 1892 ..	..	280,000	..	900,000	..	5,500,000	..	2,447,500	..	1,595,000	..	3,728,
Difference	..	+ 46,145	..	+ 36,065	..	− 172,426	..	+ 68,799	..	+ 8,572	..	+ 538,

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Stamps.		Customs.		Totals.	
1891.	1892.	1891.	1892.	1891.	1892.
Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.
4,574,838	4,564,862	11,479,072	10,359,809	22,520,748	21,241,447
5,336,715	6,310,610	14,582,439	16,329,899	26,912,524	31,300,585
9,911,553	10,875,472	26,061,511	26,689,708	49,433,272	52,542,032
..	10,365,500	..	25,921,000	..	50,737,295
..	+ 509,972	..	+ 768,703	..	+ 1,804,737

C III.—CUSTOMS REVENUE, 1882 TO 1891.

Heads of Revenue.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.
	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.
Import duties	19,750,660	20,760,926	19,222,941	15,658,297	19,195,072	26,675,302	25,472,810	24,012,147	24,393,046	26,061,512
Export duties	1,572,037	2,022,175	1,220,086	1,688,282	1,761,260	2,436,786	1,981,839	2,557,675	1,826,233	4,023,643
Transit dues	173,636	191,948	183,204	144,492	113,475	121,176	113,392	104,579	100,557	108,441
Total customs receipts ...	21,496,333	22,975,049	20,626,231	17,491,071	21,069,807	29,233,264	27,568,041	26,674,401	26,319,836	30,193,596
Land tax dues, collected by—										
Customs administration ...	3,525,550	3,746,301	4,227,033	4,578,649	4,152,604	4,968,206	5,345,522	6,442,231	5,238,173	6,204,651
Sundry dues, sanitary, port, &c.	145,691	185,589	258,186	212,243	223,302	117,714	31,214	28,553	31,981	36,488
Contraband fines...	130,843	161,062	143,946	123,024	151,122	161,988	152,200	79,166	85,209	141,643
Sundry receipts	3,802,084	4,092,952	4,627,165	4,913,916	4,527,028	5,247,908	5,528,936	6,549,950	5,355,363	6,382,782
Expenditure—										
Salaries and general expenses	790,603	870,155	1,095,164	908,316	968,552	1,019,550	1,129,773	1,313,457	1,185,642	1,261,424
Net revenue	24,507,814	26,197,846	24,138,232	21,496,671	24,628,283	33,461,622	31,967,204	31,910,894	30,489,557	35,314,954

C IV.—Values of, and Duties on, Imports, 1891.

Classification.	Value of Imports.	Amount of Duty Levied.	Duty shown as Percentage of Values.
	Drachmæ.	Drachmæ.	
Live animals	4,131,223	398,079	9·6
Animal substances (not specially classified)	9,299,707	490,466	5·3
Fishery products	5,288,069	1,304,317	24·7
Agricultural products (not specially classified)	41,734,986	6,202,869	14·9
Oils and oleaginous substances	729,322	66,184	9·1
Forest products (not specially classified)	7,274,611	1,492,099	20·5
Vegetable dyes and tannin	549,421	17,090	3·1
Minerals and metals, unworked	14,879,569	258,091	1·7
Chemicals	7,330,451	653,323	8·9
Hides and bones of animals and fish (worked)	1,503,828	375,158	24·9
Woodwork and furniture	567,957	209,868	36·9
Sugar products, confectionery, &c.	3,155,375	4,115,613	130·4
Alcoholic liquors	388,356	115,774	29·8
Yarns and tissues	26,383,070	6,924,533	26·2
Materials of hemp, jute, and similar fibres, millinery, brushwork, fishing nets, fuller's work, &c.	2,077,088	791,688	38·1
Glass and earthenware	1,519,222	449,491	28·5
Minerals and metals (worked)	6,300,747	734,883	11·7
Musical and scientific instruments	492,168	54,807	11·1
Stationery, printed matter, photography, engraving, &c.	1,908,724	379,782	19·9
Articles not included in above categories	4,855,770	1,027,417	21·2
Total	140,369,674	26,061,532	18·56

Note.—The above is a purely official statement. It is impossible to control it otherwise than by making the addition of the amounts of duty paid on each separate article, in a voluminous and complicated tariff. It should be noted that coke and coal, the value of the imports of which is about 7 per cent. of the total, pays no duty, a fact which materially affects the average percentage. The tariff has been considerably raised both in 1892 and 1893.

The following are the values of, and the amounts of duties levied on, the more important articles of importation in the year 1891:—

Articles.	Value.	Duty.
	Drachmæ.	Drachmæ.
Wheat	32,071,651	3,512,442
Cattle, sheep, and goats	3,547,005	381,073
Coffee and chicory	3,248,206	1,086,673
Metals in pig, bars, and sheets	5,835,328	1,283,772
Cotton yarns and tissues	15,000,000*	3,452,600
Woollen yarns and tissues	10,121,162	2,939,000
Sugar	3,087,245	4,096,537
Coal and coke	9,253,940	..

* Figures noted with an asterisk are approximate.

C V.—EXAMPLES OF INCIDENCE OF LICENCE TAX ON TRADES AND PROFESSIONS.

(Maximum and Minimum Tax on Highest and Lowest Class in each Group of the Different Categories.)

Groups.	Population up to 500.	Population 500 to 2,000.	Population 2,000 to 5,000.		Population 5,000 to 10,000.		Population 10,000 to 15,000.		Population 15,000 to 20,000.		Population 20,000 to 40,000.		Population Over 40,000.	
	One Class.	One Class.	1st Class.	2nd Class.	1st Class.	3rd Class.	1st Class.	4th Class.	1st Class.	5th Class.	1st Class.	6th Class.	1st Class.	7th Class.
	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.
First Category*—														
1. Fishmonger, builder, barber, &c.	4·80	7·20	9·60	...	12·0	...	14·40	...	16·80	...	19·20	...	...	...
2. Baker, bookbinder, small tailor, &c.	7·20	10·80	14·40	...	18·0	...	21·60	...	25·20	...	28·80	...	...	...
3. Milkman, butcher, fruit-seller, &c.	9·60	14·40	19·20	...	24·0	...	28·80	...	33·60	...	38·40	...	...	...
4. Perfumer, dealer in ship's furniture, &c.	14·40	21·60	28·80	...	36·0	...	43·20	...	50·40	...	57·60	...	...	...
5. Money-changer, coal-dealer, &c.	19·20	28·0	38·40	...	48·0	...	57·60	...	67·20	...	76·80	...	...	...
6. Stone-carver, stationer, public notary, &c.	24·0	36·0	48·0	...	60·0	...	72·0	...	84·0	...	96·0	...	...	...
Second Category—														
1. Bread-seller, café-keeper, &c.	7·20	12·0	14·40	24·0	14·40	43·20	16·80	67·20	21·60	108·0	24·0	144·0	26·40	187·20
2. Hatter, carpenter, boot-maker, &c.	9·60	14·40	18·0	30·0	18·0	54·0	20·40	81·60	27·60	138·0	30·0	180·0	32·40	226·80
3. Café and billiard-room keeper, chemist, &c. ...	12·0	18·0	21·60	36·0	21·60	64·80	25·20	100·80	32·40	162·0	36·0	216·0	40·80	285·60
4. Furniture dealer, wholesale ironmonger, &c.	14·40	24·0	28·80	48·0	28·80	86·40	33·60	134·40	43·20	216·0	48·0	288·0	52·80	369·60
5. Lawyer, doctor, banker, innkeeper, &c.	19·20	30·0	36·0	60·0	36·0	108·0	42·0	168·0	54·0	270·0	60·0	360·0	66·0	462·0
6. Grocer, wine merchant, tobacconist, &c.	24·0	36·0	43·20	72·0	43·20	129·60	50·40	201·60	64·80	324·0	72·0	462·0	79·20	554·40

In the third category, the following trades are individually assessed as follows, without sub-division into classes:—Cattle merchants, 120 dr.; coachmen, 36 dr.; furniture manufacturers, 240 dr.; wine manufacturers, 180 dr.; brewers, 360 dr.; agents of companies, 360 dr.

* In the first category there is only one class throughout; the groups are not sub-divided.

C VI.—Effects of Changes in Rates of Taxation.

Description.	Difference in Rate per Cent. of Impost, 1888 and 1892.	Receipts.		Due in 1892 at New Rate.	Difference.
		1888.	1892.		
	Per cent.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.
Customs	+ 10·27	25,708,676	26,753,648	28,348,957	– 1,595,309
Tobacco	+ 30	4,600,690	4,294,275	5,980,897	– 686,622
Petroleum	+ 8·19	3,972,044	5,372,166	4,297,354	+ 1,074,812
Sugar	+ 6·66	4,465,926	4,713,300	4,763,356	– 50,056
Currants	...	4,965,583	4,282,000	4,965,583	– 683,583
Ionian Islands	...	1,979,277	1,780,000	1,979,277	– 199,277
Ploughing animals	– 4·175	2,357,340	2,016,000	2,258,921	– 242,921

D I.—EXPENDITURE, 1882 TO 1886.

Classification.	1882.	1883.	1884.	1885.	1886.
	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.
Public Debt	20,252,753	20,641,405	25,211,014	30,735,674	35,485,054
Allowances and Pensions	3,400,669	3,472,224	3,539,091	3,744,635	4,007,095
Civil List (Royal Family)	1,004,464	1,012,500	1,012,500	1,012,500	1,012,500
Legislative Body	554,871	565,643	553,405	907,028	680,958
Department of Foreign Affairs	1,548,935	2,041,172	2,297,100	2,116,039	2,113,307
„ Justice	3,090,222	3,372,079	3,596,194	3,621,376	3,511,117
„ Interior—					
(1) General Administration	2,706,201	3,329,067	3,163,626	3,109,805	3,019,231
(2) Minor Public Works	541,050	630,894	440,595	311,959	446,279
(3) Posts and Telegraphs	1,864,843	2,193,368	2,374,805	2,492,708	2,620,165
(4) Road-making	3,862,122	5,495,285	9,723,201	8,086,880	4,935,107
(5) Sundries	1,122,279	758,429	1,262,328	1,413,487	1,364,437
Department of Ecclesiastical Affairs and Public Instruction	2,543,766	2,867,754	3,351,252	2,914,308	2,983,864
Department of War	13,646,345	1,534,913	22,503,029	40,954,188	51,213,852
„ Marine—					
(1) General Expenses	3,733,700	3,356,054	5,731,429	14,118,292	6,591,601
(2) Lighthouse Maintenance	68,750	71,322	105,483	104,951	149,712
Department of Finance—					
Administration and Collection, Public Revenue	4,118,130	4,582,987	8,296,125	7,542,779	6,767,622
Sundry Payments	686,959	469,768	656,169	356,141	504,424
Total	64,745,455	70,201,864	94,117,846	123,545,750	127,407,225
SPECIAL EXPENDITURE.					
Department of Interior—					
(*a*) Railway Construction	..	..	..	4,131,999	3,751,193
(*b*) Compensation for Expropriated Lands ..	..	88,581	944,900	..	137,305
(*c*) Interest on Loans, for Uncompleted Lines	..	..	..	..	..
(*d*) Sundry Expenses for Construction ..	..	..	..	..	..
Department of Marine—					
Purchase of Ironclads, &c.	225,994	..	2,115,823	..	..
Grand total	64,971,449	70,290,445	97,178,069	127,677,749	131,295,723

Classification.	Budgetary Estimated Expenditure.	Extra Budgetary Credits.	Total Expenditure for Account of Financial Year.	Unexpended Credits.
	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.
Public Debt	38,403,856	..	29,949,484	8,454,372
Allowances and Pensions	4,201,780	..	4,184,991	16,789
Civil List (Royal Family)	1,212,500	..	1,212,500	..
Legislative Body	401,658	..	380,722	20,936
Department of Foreign Affairs	2,198,437	2,016	2,135,655	64,798
„ Justice	3,905,952	73,181	3,675,579	303,554
„ Interior—				
(1) General Administration	2,523,338	542,945	2,820,902	245,381
(2) Minor Public Works	204,560	64,805	224,134	45,231
(3) Post and Telegraphs	2,161,268	407,358	2,388,868	179,758
(4) Road-making	7,136,010	..	5,767,442	1,368,568
(5) Sundries	1,106,423	..	1,024,083	82,340
Department of Ecclesiastical Affairs and Public Instruction	3,179,033	..	2,926,117	252,916
Department of War	18,074,069	1,243,913	15,804,100	3,513,882
„ Marine—				
(1) General Expenses	3,689,837	434,737	3,912,769	211,805
(2) Lighthouse maintenance	129,148	..	129,148	..
Department of Finance—				
Administration and Collection, Public Revenue ..	8,719,523	533,000	7,859,944	1,392,579
Sundry Payments	487,106	120,004	429,483	177,627
Total	97,734,498	3,421,959	84,825,921	16,330,536
SPECIAL EXPENDITURE.				
Department of Interior—				
(*a*) Railway Construction	..	1,850,000	1,803,566	46,434
(*b*) Compensation for Expropriated Lands	..	650,000	614,260	35,740
(*c*) Interest on Loans, for Uncompleted Lines ..	..	..	..	..
(*d*) Sundry Expenses for Construction	..	..	..	..
Department of Marine—				
Purchase of Ironclads, &c.	..	5,708,168	5,708,168	..
Grand Total	97,734,498	11,630,127	92,951,915	16,412,710
Amortisation of Loan	..	16,652,060	16,336,189	315,871

Classification.	Budgetary Estimated Expenditure.	Extra Budgetary Credits.	Total Expenditure for Account of Financial Year.	Unexpended Credits.
	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.
Public Debt	37,173,629	24,000	36,005,844	1,191,785
Allowances and Pensions	4,566,044	796	4,478,361	88,479
Civil List (Royal Family)	1,212,500	..	1,212,500	..
Legislative Body	401,658	..	381,881	19,777
Department of Foreign Affairs	2,215,320	121,925	2,278,775	58,470
„ Justice	4,720,183	384,353	4,832,627	271,909
„ Interior—				
(1) General Administration	1,714,120	79,715	1,686,107	107,728
(2) Minor Public Works	189,880	33,223	150,589	72,514
(3) Post and Telegraphs	2,153,336	256,533	2,350,110	59,759
(4) Road-making	9,267,250	..	5,186,537	4,080,713
(5) Sundries	863,300	276,594	986,027	153,867
Department of Ecclesiastical Affairs and Public Instruction	3,142,887	75,500	3,042,922	175,465
Department of War	16,940,500	864,200	16,058,663	1,746,037
„ Marine—				
(1) General Expenses	3,491,486	423,856	3,643,138	272,204
(2) Lighthouse Maintenance	281,702	..	281,702	..
Department of Finance—				
Administration and Collection, Public Revenue	9,271,038	5,777,753	13,612,819	1,435,972
Sundry payments	701,004	545,385	1,208,756	37,633
Total	98,305,837	8,863,833	97,397,358	9,772,312
SPECIAL EXPENDITURE.				
Department of Interior—				
(*a*) Railway Construction	..	1,000,000	979,583	20,417
(*b*) Compensation for Expropriated Lands	..	1,000,000	555,714	444,286
(*c*) Interest on Loans, for Uncompleted Lines	..	..	..	..
(*d*) Sundry Expenses for Construction	..	70,319	36,651	33,668
Department of Marine—				
Purchase of Ironclads, &c.	..	16,778,661	10,006,130	6,772,531
Grand Total	98,305,837	27,712,813	108,975,436	17,043,214

Classification.	Budgetary Estimated Expenditure.	Extra Budgetary Credits.	Total Expenditure for Account of Financial Year.	Unexpended Credits.
	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.
Public Debt	38,663,636	..	29,816,893	8,846,743
Allowances and Pensions	4,623,664	271	4,430,407	193,528
Civil List (Royal Family)	1,212,500	512,500	1,725,000	..
Legislative Body	401,658	279,270	658,299	22,629
Department of Foreign Affairs	2,216,160	182,358	2,354,561	43,957
„ Justice	4,843,730	381,682	4,892,697	332,715
„ Interior—				
(1) General Administration	1,747,350	21,822	1,519,026	250,146
(2) Minor Public Works	358,400	1,643,003	1,663,412	337,991
(3) Post and Telegraphs	2,011,120	83,413	1,874,227	220,306
(4) Road-making	6,816,680	1,161,668	5,728,692	2,249,656
(5) Sundries	863,300	1,197,880	1,968,589	92,591
Department of Ecclesiastical Affairs and Public Instruction	3,103,658	83,180	3,034,487	155,351
Department of War	17,131,000	986,154	16,259,158	1,857,996
„ Marine—				
(1) General Expenses	4,241,486	130,795	4,144,376	227,905
(2) Lighthouse Maintenance	496,294	..	496,294	..
Department of Finance—				
Administration and Collection, Public Revenue ..	9,164,418	2,083,344	10,583,375	664,387
Sundry payments	1,268,640	2,583,372	3,765,630	86,382
Total	99,166,694	11,330,712	94,915,123	15,582,283
SPECIAL EXPENDITURE.				
Department of Interior—				
(*a*) Railway Construction	..	8,400,000	8,272,442	127,558
(*b*) Compensation for Expropriated Lands	..	1,100,450	352,833	747,617
(*c*) Interest on Loans, for Uncompleted Lines ..	..	1,020,000	509,949	510,051
(*d*) Sundry Expenses for Construction	..	134,000	130,430	3,570
Department of Marine—				
Purchase of Ironclads, &c.	..	3,208,918	3,136,839	72,079
Grand Total	99,166,694	25,194,030	107,317,616	17,043,158
Amortisation of Loan	..	63,402,833	66,349,298	143,535

Classification.	Budgetary Estimated Expenditure.	Extra Budgetary Credits.	Total Expenditure for Account of Financial Year.	Unexpended Credits.
	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.
Public Debt	29,587,219	6,575,687	35,805,923	356,983
Allowances and Pensions	4,880,144	123	4,426,405	453,862
Civil List (Royal Family)	1,325,000	..	1,325,000	..
Legislative Body	401,658	280,070	637,291	44,437
Department of Foreign Affairs	2,263,154	67,444	2,266,169	64,429
„ Justice	5,143,262	128,706	4,948,108	323,860
„ Interior—				
(1) General Administration	1,704,150	388,320	1,675,721	416,749
(2) Minor Public Works	557,961	1,266,100	752,252	1,071,809
(3) Post and Telegraphs	2,077,240	..	1,886,710	190,530
(4) Road-making	8,666,080	327,497	6,199,119	2,794,458
(5) Sundries	876,950	1,564,263	2,341,076	100,137
Department of Ecclesiastical Affairs and Public Instruction	3,224,430	225,502	2,974,971	474,961
Department of War	18,437,000	1,360,491	18,022,176	1,775,315
„ Marine—				
(1) General Expenses	4,831,784	774,340	5,088,216	517,908
(2) Lighthouse Maintenance	366,477	..	366,477	..
Department of Finance—				
Administration and Collection, Public Revenue ..	9,877,688	1,968,138	10,805,318	1,040,508
Sundry Payments	1,334,023	335,612	1,227,441	442,194
Total	95,554,220	15,262,293	100,748,373	10,068,140
SPECIAL EXPENDITURE.				
Department of Interior—				
(*a*) Railway Construction	..	24,297,218	20,030,811	4,266,407
(*b*) Compensation for Expropriated Lands	..	1,790,000	1,052,531	737,469
(*c*) Interest on Loans for Uncompleted Lines ..	..	2,588,700	2,588,700	..
(*d*) Sundry Expenses for Construction	..	170,700	123,108	47,592
Department of Marine—				
Purchase of Ironclads, &c.	..	8,965,399	4,815,050	4,150,349
Grand Total	95,554,220	53,074,310	129,358,573	19,269,957
Amortisation of Loan	..	15,900,315	15,678,679	221,636

Classification.	Budgetary Estimated Expenditure.	Extra Budgetary Credits.	Total Expenditure for Account of Financial Year.	Unexpended Credits.
	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.
Public Debt	36,288,587	1,097,886	36,856,516	529,957
Allowances and Pensions..	4,885,294	..	4,630,721	254,573
Civil List (Royal Family)	1,325,000	..	1,325,000	..
Legislative Body	401,658	..	397,444	4,214
Department of Foreign Affairs	2,247,042	111,440	2,279,388	79,094
„ Justice	5,111,676	307,700	5,164,807	254,569
„ Interior—				
(1) General Administration	2,299,156	77,287	1,961,589	414,854
(2) Minor Public Works	890,114	345,147	867,955	367,306
(3) Post and Telegraphs	2,215,140	41,000	1,947,149	308,991
(4) Road-making	7,176,580	99,263	6,403,975	871,868
(5) Sundries	890,950	203,153	985,635	108,468
Department of Ecclesiastical Affairs and Public Instruction	3,534,357	59,971	2,942,048	652,280
Department of War	17,799,065	458,156	16,349,349	1,907,872
„ Marine—				
(1) General Expenses	6,022,698	293,268	5,735,874	580,092
(2) Lighthouse Maintenance	366,477	..	366,477	..
Department of Finance—				
Administration and Collection, Public Revenue ..	10,190,042	775,664	9,789,709	1,175,997
Sundry payments	1,573,523	1,234,667	2,155,263	652,927
Total	103,217,359	5,104,602	100,158,899	8,163,062
SPECIAL EXPENDITURE.				
Department of Interior—				
(*a*) Railway Construction	..	27,952,500	15,557,962	12,394,538
(*b*) Compensation for Expropriated Lands	..	3,490,000	830,735	2,659,265
(*c*) Interest on Loans for Uncompleted Lines ..	..	5,467,123	4,774,898	692,225
(*d*) Sundry Expenses for Construction	..	299,100	141,483	157,617
Department of Marine—				
Purchase of Ironclads, &c.	..	3,663,633	3,642,623	21,010
Grand total	103,217,359	45,976,958	125,106,600	24,087,717

Classification.	Budgetary Estimated Expenditure.	Extra Budgetary Credits.	Total Expenditure for Account of Financial Year.	Unexpended Credits.*
	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.
Public Debt	33,516,566	..	33,516,566	..
Allowances and Pensions..	5,041,555	..	5,041,555	..
Civil List (Royal Family)	1,325,000	..	1,325,000	..
Legislative Body	774,113	..	774,113	..
Department of Foreign Affairs	2,135,135	85,469	2,220,604	..
,, Justice	4,833,534	..	4,833,534	..
,, Interior—				
(1) General Administration	2,289,636	201,823	2,491,459	..
(2) Minor Public Works	1,875,143	274,405	2,149,548	..
(3) Post and Telegraphs	2,367,175	34,780	2,401,955	..
(4) Road-making	3,518,955	68,384	3,587,339	..
(5) Sundries	1,143,003	..	1,143,003	..
Department of Ecclesiastical Affairs and Public Instruction	4,888,088	53,995	4,942,083	..
Department of War	16,638,375	105,000	16,743,375	..
,, Marine—				
(1) General Expenses	6,445,653	..	6,445,653	..
(2) Lighthouse Maintenance	592,970	..	592,970	..
Department of Finance—				
Administration and Collection, Public Revenue	13,185,152	187,842	13,372,994	..
Sundry Payments	1,490,000	400,000	1,890,000	..
Total	102,060,053	1,411,698	103,471,751	..
SPECIAL EXPENDITURE.				
Department of Interior—				
(*a*) Railway Construction	..	5,000,000	5,000,000	..
(*b*) Compensation for Expropriated Lands	..	1,820,000	1,820,000	..
(*c*) Interest on Loans, for Uncompleted Lines ..	..	4,088,825	4,088,825	..
(*d*) Sundry Expenses for Construction	..	165,070	165,070	..
Department of Marine—				
Purchase of Ironclads, &c.	..	..	..	..
Grand Total	102,060,053	12,485,593	114,545,646	..

* The amount of unexpended credits cannot be determined before the close of the financial year, October 31, 1893.

D VIII.—EXPENDITURE, ESTIMATE FOR 1893.

Classification.	Budgetary Estimated Expenditure.	Extra Budgetary Credits.	Total Expenditure for Account of Financial Year.	Unexpended Credits.
	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.
Public Debt*	35,468,596	..	..	..
Allowances and Pensions..	5,028,594	..	..	..
Civil List (Royal Family)	1,325,000	..	..	..
Legislative Body	504,258	..	..	..
Department of Foreign Affairs	1,917,368	..	..	..
„ Justice	4,695,764	..	..	..
„ Interior—				
(1) General Administration	3,885,930	..	..	..
(2) Minor Public Works	519,840	..	..	..
(3) Post and Telegraphs	2,378,815	..	..	..
(4) Road-making	1,550,000	..	..	..
(5) Sundries	611,511	..	..	..
Department of Ecclesiastical Affairs and Public Instruction	7,271,972	..	..	..
Department of War	14,582,466	..	..	..
„ Marine—				
(1) General Expenses	5,154,874	..	..	..
(2) Lighthouse Maintenance	623,000	..	..	..
Department of Finance—				
Administration and Collection, Public Revenue ..	9,975,894	..	..	..
Sundry Payments	1,413,000	..	..	..
Total	96,906,882	..	..	..
SPECIAL EXPENDITURE.				
Department of Interior—				
(*a*) Railway Construction	..	..	..	..
(*b*) Compensation for Expropriated Lands	..	..	..	..
(*c*) Interest on Loans for Uncompleted Lines ..	..	..	..	..
(*d*) Sundry Expenses for Construction	..	..	..	..
Department of Marine—				
Purchase of Ironclads, &c.	..	..	..	..
Grand Total	96,906,882	..	..	..

* The service of the Floating Debt as regards interest, is comprised in this figure.

D IX.—EXPENDITURE, ACTUAL AND ESTIMATED, FOR 1887 TO 1893.

Classification.	Expended.					Estimated.	
	1887.	1888.	1889.	1890.	1891.	1892.	1893.
	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.
Public Debt	29,949,484	36,005,844	29,816,893	35,805,923	36,856,516	33,516,566	35,468,596
Allowances and Pensions	4,184,991	4,478,361	4,430,407	4,426,405	4,630,721	5,041,555	5,028,594
Civil List (Royal Family)	1,212,500	1,212,500	1,725,000	1,325,000	1,325,000	1,325,000	1,325,000
Legislative Body	380,722	381,881	658,299	637,291	397,444	774,113	504,258
Department of Foreign Affairs ..	2,135,655	2,278,775	2,354,561	2,266,169	2,279,388	2,220,604	1,917,368
„ Justice	3,675,579	4,832,627	4,892,697	4,948,108	5,164,807	4,833,534	4,695,764
„ Interior—							
(1) General Administration ..	2,820,902	1,686,107	1,519,026	1,675,721	1,961,589	2,491,459	3,885,930
(2) Minor Public Works	224,134	150,589	1,663,412	752,252	867,955	2,149,548	519,840
(3) Post and Telegraphs	2,388,868	2,350,110	1,874,227	1,886,710	1,947,149	2,401,955	2,378,815
(4) Road-making	5,767,442	5,186,537	5,728,692	6,199,119	6,403,975	3,587,339	1,550,000
(5) Sundries	1,024,083	986,027	1,968,589	2,341,076	985,635	1,143,003	611,511
Department of Ecclesiastical Affairs and Public Instruction	2,926,117	3,042,922	3,034,487	2,974,971	2,942,048	4,942,083	7,271,972
Department of War	15,804,100	16,058,663	16,259,158	18,022,176	16,349,349	16,743,375	14,582,466
„ Marine—							
(1) General Expenses	3,912,769	3,643,138	4,144,376	5,088,216	5,735,874	6,445,653	5,154,874
(2) Lighthouse Maintenance ..	129,148	281,702	496,294	366,477	366,477	592,970	623,000
Department of Finance—							
Administration and Collection, Public Revenue	7,859,944	13,612,819	10,583,375	10,805,318	9,789,709	13,372,994	9,975,894
Sundry Payments	429,483	1,208,756	3,765,630	1,227,441	2,155,263	1,890,000	1,413,000
Total	84,825,921	97,397,358	94,915,123	100,748,373	100,158,899	103,471,751	96,906,882
SPECIAL EXPENDITURE.							
Department of Interior—							
(*a*) Railway Construction	1,803,566	979,583	8,272,442	20,030,811	15,557,962	5,000,000	..
(*b*) Compensation for Expropriated Lands	614,260	555,714	352,833	1,052,531	830,735	1,820,000	..
(*c*) Interest on Loans for Uncompleted Lines	..	..	509,949	2,588,700	4,774,898	4,088,825	..
(*d*) Sundry Expenses for Construction	..	36,651	130,430	123,108	141,483	165,070	..
Department of Marine—							
Purchase of Ironclads, &c. ..	5,708,168	10,006,130	3,136,839	4,815,050	3,642,623	..	..
Grand total	92,951,915	108,975,436	107,317,616	129,358,573	125,106,600	114,545,646	96,906,882

D X.—EXTRA BUDGETARY CREDITS, 1882–92.

Classification.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1
	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Dra
ublic Debt	..	..	3,750	1,299,180	2,706,800	..	24,000	..	6,575,686	1,09
llowances and Pensions	1,807	270	..	..	4,000	..	795	271	123	
ivil List (Royal Family)	..	..	..	..	..	..	..	112,500	..	
egislative Body	..	..	..	..	..	..	..	279,270	280,070	
epartment of Foreign Affairs	..	75,000	..	122,430	272,838	2,016	102,853	182,358	65,443	11
„ Justice	9,821	148,000	262,829	130,000	15,416	73,181	384,353	381,682	128,706	30
„ Interior—										
(1) General Administration										
(2) Minor Public Works										
(3) Post and Telegraphs	160,470	636,307	375,000	772,890	360,956	917,393	275,481	495,793	597,952	76
(4) Road-making										
(5) Sundries										
epartment of Ecclesiastical Affairs and Public Instruction	4,017	2,138	..	40,285	172,915	..	75,500	83,180	197,502	5
epartment of War	..	..	284,159	1,631,329	49,994,561	1,243,913	864,200	786,154	990,381	45
„ Marine—										
(1) General Expenses	4,456	..	..	281,894	7,519,287	214,870	423,856	130,794	276,902	29
(2) Lighthouse Maintenance										
epartment of Finance	192	..	68,600	..	3,500	265,000	4,039,312	1,057,562	1,590,126	
dministration and Collection, Public Revenue ..	76,339	144,000	223,551	542,000	199,080	268,000	1,738,441	1,025,780	606,787	77
undry Payments	53,571	..	509,859	72,000	4,110,000	120,004	2,138,385	365,232	269,612	1,23
Total	310,673	1,005,715	1,727,748	4,832,008	65,359,353	3,104,377	10,067,176	4,900,576	11,579,290	5,10

l.	1892.	General Totals.	Totals 1887–92.	Average, 1887–92.
mæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.
386	..	11,707,302	7,697,572	1,282,928
	..	7,266	1,189	198
	..	112,500	112,500	18,750
	..	559,340	550,340	93,223
440	85,469	1,019,847	549,579	91,596
700	..	1,841,688	1,275,622	212,603
850	579,392	5,937,484	3,631,861	605,310
971	55,995	691,503	472,148	78,691
156	105,000	56,357,853	4,447,804	741,300
268	..	9,145,327	1,339,690	223,281
.	..	7,024,292	6,952,000	1,158,666
664	187,842	5,787,484	4,602,514	767,085
667	400,000	9,273,330	4,527,900	754,650
,602	1,413,698	109,465,216	36,169,719	6,028,286

D XI.—UNEXPENDED CREDITS, 1882–

Classification.	1882.	1883.	1884.	1885.	1886.	1887.	1888.
	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.
ublic Debt	459,011	1,270,957	48,965	948,171	282,995	8,449,044	1,114,578
llowances and Pensions..	151,406	70,769	74,200	115,125	149,359	3,406	45,711
ivil List (Royal Family)	..	..	..	..	..	..	..
egislative Body	9,415	3,156	18,363	40,649	27,100	20,795	16,176
epartment of Foreign Affairs	313,223	209,338	261,026	127,045	101,867	61,322	54,145
Justice	616,884	357,577	365,592	451,891	354,389	292,606	257,664
Interior—							
(1) General Administration							
(2) Minor Public Works							
(3) Post and Telegraphs	1,569,724	652,815	540,312	393,830	409,845	515,812	218,115
(4) Road-making							
(5) Sundries							
epartment of Ecclesiastical Affairs and Public Instruction	384,617	591,433	619,852	241,527	197,648	245,472	171,610
epartment of War	4,521,447	1,190,544	1,864,915	1,030,995	24,323,613	3,508,519	1,746,014
,, Marine—							
(1) General Expenses	679,589	414,735	396,806	99,291	4,831,378	206,485	269,537
(2) Lighthouse Maintenance							
epartment of Finance	318,194	109,073	106,213	200,919	116,515	86,367	540,142
dministration and Collection, Public Revenue	496,787	423,485	1,813,242	634,202	1,028,886	1,187,420	831,103
undry Payments	37,051	116,532	53,509	610,511	4,354,055	232,737	18,673
Total	9,557,348	5,410,414	6,162,995	4,897,156	36,177,650	14,809,985	5,283,468

1889.	1890.	1891.	Grand Totals.	Totals, 1887–91.	Average, 1887–91.
Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.
8,485,320	411,127	529,957	22,000,125	18,990,026	3,798,005
177,242	385,882	254,573	1,427,673	866,814	173,363
..	..	..	..	..	..
21,829	41,377	4,214	203,074	104,391	20,878
38,227	59,431	79,094	1,304,728	292,229	58,445
328,053	298,461	254,569	3,577,686	1,431,353	286,270
478,773	672,632	2,071,487	7,526,345	3,956,819	791,363
151,282	173,293	652,280	3,429,019	1,393,942	278,788
1,812,579	1,631,311	1,907,872	43,537,809	10,606,295	2,121,259
222,432	340,706	580,092	8,041,051	1,619,252	323,850
359,017	225,876	..	2,062,316	1,211,402	242,280
285,174	828,046	1,175,997	8,704,342	4,307,740	861,548
2,863,540	803,378	652,927	9,742,913	4,571,255	914,251
15,223,468	5,871,525	8,163,062	111,557,081	49,351,518	9,870,303

D XII.—Calculation of Fixed Charges.

Classification.	1887.	1888.	1889.	1890.	1891.
	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.
Public Debt	29,949,484	36,005,844	29,316,893	35,805,923	36,856,516
Road construction	5,767,442	5,186,537	5,728,692	6,199,119	6,403,975
Payments on account of former years	206,269	3,641,108	879,080	1,493,174	1,644,700
Payments on account of Floating Debt	...	...	1,700,000	...	...
Varying amounts	35,923,195	44,833,489	38,124,665	43,498,216	44,905,191
Total annual expenditure	84,825,921	97,397,358	94,915,123	100,748,373	100,158,899
Balance, fixed charges	48,902,726	52,563,869	56,790,458	57,250,157	55,253,708

(For Tables E I. and E II. see pp. 74*a* and 74*b*.)

Description of Liabilities.	Date of Issue.	Price.		Capital.				Interest.	Sink Fu
		Issue.	Nominal.	Drachmæ Currency.		Gold.			
				Effective.	Nominal.	Effective.	Nominal.		
								Per cent.	Per
oan of the Three Powers	1833	..	..	..	..	100,392,833	100,392,833	..	..
ebt to the Heirs of King Otho	1868	..	..	4,500,000	4,500,000	..	..	4	0
Loans with Sinking Fund.									
. Loan of 120,000,000 fr.	1881	373	500	..	..	89,520,000	120,000,000	5	0
. Loan of 170,000,000 fr.	1884	346·5	500	..	..	69,786,155	100,000,000	5	0
. Patriotic loan	1886	10	10	2,723,860	2,723,860	..	..	..	..
. Loan of 135,000,000 fr.	1888	337	500	..	..	90,990,000	135,000,000	4	0
, Loan of 15,000,000 drachmæ	1888	333	500	9,990,000	15,000,000	..	..	4	0
. Piræus-Larissa Railway Loan	1890	445	500	..	..	40,050,000	45,000,000	} 5	..
Piræus-Larissa Railway Loan	1890	430	500	..	..	12,900,000	15,000,000		..
. Loan of 16,500,000 fr.	1892	333·3	500	..	..	10,998,900	16,500,000	4	..
Loans with Sinking Fund Abolished.									
. Loan of 26,000,000 drachmæ (convérted)	1875	405	500	21,060,000	26,000,000	..	..	6	0
. Loan of 10,000,000 drachmæ (converted)	1877	197	250	5,879,970	7,443,000	..	..	6	0
0. Loan for road-making	1882	..	..	17,857,145	17,857,145	..	..	6·75	
1. Loan of 9,000,000 drachmæ	1881	500	500	9,000,000	9,000,000	..	..	7	..
Consolidated Loans.									
2. Loan of 1,200,000*l.*	1889	340	500	..	..	20,436,000	30,000,000	4	..
3. Loan of 5,000,000*l.*	1889	363	500	..	..	90,937,500	125,000,000	4	..
Floating Debt.									
1. Exchequer Bills (drachmæ currency)	1864	..	..	12,335,931	12,335,931	..	..	5	..
2. Forced currency, National Bank	..	..	..	70,994,240	70,994,240	13,999,906	13,999,906	1	..
3. Forced currency, Ionian Bank	1885	..	..	1,884,307	1,884,307	2,010,028	2,010,028	1	..
4. Forced currency, Epiro-Thessalian Bank	1885	..	..	905,573	905,573	804,000	804,000	1	..
5. Small notes, National Bank	1885	..	..	7,000,000	7,000,000	..	..	1	..
6. Small notes, Ionian Bank	1885	..	..	3,500,000	3,500,000	..	..	1	..
7. Small notes, Epiro-Thessalian Bank	1885	..	..	3,500,000	3,500,000	..	..	1	..
8. Provisional Loan, 5,815,000 fr.	1892	..	..	..	..	5,815,000	5,815,000	6	..
9. Provisional loan, 700,000 fr.	1892	..	..	..	..	700,000	700,000	6	..
10. Provisional Loan, 703,733 fr.	1892	..	..	..	..	703,733	703,733	6	..
11. Provisional Loan, 64,620*l.*	1892	..	..	..	..	1,615,500	1,615,500	6	..
12. Provisional Loan, 60,000*l.*	1892	..	..	..	..	1,500,000	1,500,000	5	..
13. Provisional Loan, 40,000*l.*	1892	..	..	..	..	1,000,000	1,000,000	5·75	..
14. Provisional Loan, 64,000*l.*	1892	..	..	..	..	1,600,000	1,600,000	5·75	..
15. Provisional Loan, 35,000*l.*	1892	..	..	..	..	875,000	875,000	5·75	..
16. Provisional Loan, 7,300,000 fr.	1892	..	..	..	..	7,300,000	7,300,000	7	..
Total	..	..	..	171,131,026	182,644,056	563,934,555	724,816,000	..	..

The following loans have been entirely paid off, viz.:—The 1863 loan of 6,000,000 old drachmæ; the 1868 loan of 25,000,000 new drachmæ; the 1872 l
The Patriotic Loan bears no interest; it is being paid off by quarterly drawings.

Date of Final Extinction of Debt.	Amounts Paid Off in Drachmæ Currency.	Loans Consolidated in Currency.		Total Capital of Debt Outstanding.		Revenues Specially Assigned as Guarantees for the Service of the Different Lines.
		Amount.	Rate of Interest.	Drachmæ Currency.	Gold.	
..	..	..	..	..	..	One-third of the Customs receipts at Syra.
..	..	..	..	2,356,476	..	Without guarantee.
1921	..	..	..	..	105,220,000	(1) Tax on consumption of tobacco; (2) the annual receipts from the sale of National lands and plantations; (3) surplus Customs receipts at Athens, Piræus, Patras, and Zante, after providing for payments on account of the loan of 26,000,000 drachmæ, now funded without guarantee.
1921	..	..	..	..	90,341,000	(1) Surplus Customs receipts at Athens, Piræus, Patras, Syra, Catacola, Calamata, Cephalonia, Zante, and Corfu, after providing for payments on account of the loans of 26,000,000 drachmæ (now funded without guarantee), and for the loan of 120,000,000 fr.; (2) surplus receipts from stamp dues, and from sale of National lands, &c., and the tax on tobacco consumption, after providing for the loan of 60,000,000 drachmæ, now paid off, and for the loan of 120,000,000 fr.; and (3) Customs receipts at Volo, Tzagesi and Arta.
..	..	..	..	2,536,050	..	No guarantee, no interest being paid, though the loan is being gradually paid off by annual drawings.
1962	..	..	..	..	133,225,000	Receipts from monopolies, viz.: Salt, petroleum, playing cards, matches, cigarette paper, and emery.
..	..	..	..	14,835,000	..	One-third of Customs receipts at Syra.
1989	..	..	..	..	59,928,000	Net receipts of the railway, and a first charge on the entire line, with all branches and accessories during construction.
1917	..	..	..	..	16,305,000	(1) The tax on net revenue of Joint Stock Banks, Companies and Railways; (2) the tax on the net revenue from the working of all mines, including that worked by the French Company; (3) the dues on the coupons of all Joint Stock Banks, Companies, and Railways, and railway tickets; (4) the tax paid by the Greek Laurium Company on the working of their scoriæ and mines.
1918	2,906,500	20,303,500	5	21,189,750	..	The Customs receipts of Catacolo, Calamata, Cephalonia and Zante, and the surplus Customs receipts at Athens, Piræus and Patras, after providing for the loan of 26,000,000 drachmæ, the balance of which has been now consolidated.
1920	5,903,500	886,250	5			
..	15,983,319	1,758,857	5·5	1,758,856	..	Without guarantee.
..	..	8,900,000	5·5	8,900,000	..	Without guarantee.
..	..	..	..	..	30,000,000	Without guarantee.
..	..	..	..	..	125,000,000	Without guarantee.
..	..	..	..	12,335,931	..	Without guarantee.
..	..	..	..	70,994,240	13,999,906	Without guarantee.
..	..	..	..	1,884,307	2,010,028	Without guarantee.
..	..	..	..	905,573	804,000	Without guarantee.
..	..	..	..	7,000,000	..	Without guarantee.
..	..	..	..	3,500,000	..	Without guarantee.
..	..	..	..	3,500,000	..	Without guarantee.
May 1893	..	..	..	..	5,815,000	Bonds of the Piræus-Larissa Railway.
January, 1893	..	..	..	..	700,000	Bonds of the Piræus-Larissa Railway.
November, 1892	..	..	..	..	703,733	Bonds of the Piræus-Larissa Railway.
March, 1893	..	..	..	..	1,615,500	Bonds of the Piræus-Larissa Railway.
March, 1893	..	..	..	..	1,500,000	Without guarantee.
August, 1893	..	..	..	..	1,000,000	Bonds of the Piræus-Larissa Railway.
August, 1893	..	..	..	..	1,600,000	Bonds of the Piræus-Larissa Railway.
August, 1893	..	..	..	..	875,000	Bonds of the Piræus-Larissa Railway.
June, 1893	..	..	..	..	7,300,000	Bonds of the Piræus-Larissa Railway, in addition to 8,760,000 drachmæ deposited with the National Bank.
..	24,793,319	31,848,607	..	151,696,184	597,942,167	

4,000,009 fr.; the 1879 loan for the conversion of the loans of 1824 and 1825; and the 1879 loan of 60,000,000 fr.

E II.—INTEREST AND SINKING FUND ON PUBLIC DEBT, 1892.

Classification of Loans.	Interest.	Sinking Fund.	Amounts.						Dates of Payment of Coupons.
			Gold (francs).			Drachmæ (currency).			
			Interest.	Sinking Fund.	Total.	Interest.	Sinking Fund.	Total.	
	Per cent.	Per cent.							
LOANS SUBJECT TO AMORTISATION.									
Loan of the Three Powers	..	..	900,000	..	900,000	..	..	..	..
Debt to King Otho's heirs—									
First half year	4	..	..	..	..	65,807	34,318	100,125	..
Second „	4	..	..	..	..	32,446	67,679	100,125	..
Loan of 120,000,000 fr.—									
First half year	5	80	2,671,625	810,000	3,481,625	..	..	..	June 19
Second „	5	80	2,651,375	835,000	3,486,375	..	..	..	Dec. 20
Loan of 170,000,000 fr.—									
First half year	5	80	2,333,488	711,000	3,044,487	..	..	..	June 19
Second „	5	80	2,318,587	700,000	3,018,588	..	..	..	Dec. 20
Loan of 135,000,000 fr.—									
First half year	4	80	2,666,197	170,000	2,836,197	..	..	..	June 19
Second „	4	80	2,668,200	175,000	2,843,200	..	..	..	Dec. 20
Patriotic Loan	..	..	..	..	..	9,080	36,280	45,360	*
Loan of 15,000,000 drachmæ—									
First half year	4	80	..	..	..	297,500	20,000	317,500	Mar. 20
Second „	4	80	..	..	..	297,100	20,000	317,100	Sept. 20
Piræus-Larissa Railway Loan:—									
Loan of 60,000,000 fr.—									
First half year	5	..	1,499,000	19,500	1,518,500	..	..	..	June 3
Second „	5	..	1,498,637	20,000	1,518,637	..	..	..	Dec. 3
Loan of 16,500,000 fr.—									
First half year	4	..	326,100	200,000	526,100	..	..	..	Feb. 17
Second „	4	..	330,000	202,500	532,500	..	..	..	Aug. 20
LOANS ON WHICH SINKING FUND IS ABOLISHED.									
Loan of 26,000,000 drachmæ—									
First half year	5	..	..	..	..	507,588	..	507,588	June 3
Second „	5	..	..	..	..	507,587	..	507,587	Dec. 3
Loan of 10,000,000 drachmæ—									
First half year	5	..	..	..	..	22,156	..	22,156	June 3
Second „	5	..	..	..	..	22,156	..	22,156	Dec. 3
Loan for road-making—									
First half year	5½	..	..	..	..	48,368	..	48,368	June 18
Second „	5½	..	..	..	..	48,368	..	48,368	Dec. 19
Loan of 9,000,000 drachmæ—									
First half year	5½	..	..	..	..	244,750	..	244,750	June 18
Second „	5½	..	..	..	..	244,750	..	244,750	Dec. 19
CONSOLIDATED DEBT.									
Loan of 1,200,000*l.*—									
First half year	4	..	600,000	..	600,000	..	..	..	Mar. 20
Second „	4	..	600,000	..	600,000	..	..	..	Sept. 19
Loan of 5,000,000*l.*—									
First half year	4	..	2,243,335	..	2,243,335	..	..	..	Mar. 20
Second „	4	..	2,500,000	..	2,500,000	..	..	..	Sept. 19
FLOATING DEBT:†									
Forced Currency Loan	1	..	168,139	..	168,139	737,841	..	737,841	..
Exchequer Bonds	5	..	..	..	..	514,286	..	514,286	..
Temporary Loans‡	5 to 7	..	1,315,866	..	1,315,866	..	..	..	..
Total payable in 1893	..	..	27,290,549	3,843,000	31,133,549	3,599,783	178,277	3,778,060	..

* Payments on account of the Patriotic Loan are made quarterly—March 16, June 16, September 16, and December 16.

† The capital of the Floating Debt varies, and therefore the amount of interest payable is not a fixed sum; in the above table it is calculated at the different rates existing on the capital actually due, January 1, 1893.

‡ All the Temporary Loans, amounting in the aggregate to 21,109,233 fr., are repayable in 1893, at different dates, the last being in the month of August. The interest is calculated on the total capital for the whole year.

E III.—COMPARISON OF REVENUES ASSIGNED WITH REQUIREMENT FOR SERVICE OF LOANS.

Classification of Loans.	Nature of Revenue Mortgaged.	Amounts of Revenues Mortgaged.	Totals of Revenues Mortgaged.	Amounts of Interest and Sinking Fund.	Surplus in Excess of Requirement.
		Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.
Loan of the three Powers	One-third of customs receipts at Syra	948,804	948,804	900,000	48,804
Loan of 120,000,000 fr.	Tobacco excise	3,768,367			
	Annual payments for purchase of national lands	346,478			
	Customs receipts at Athens	803,508			
	,, ,, Piræus	10,023,302			
	,, ,, Patras...	3,890,052			
	,, ,, Zante	1,445,108			
Loan of 170,000,000 fr.	Stamp dues*	9,129,333	20,276,816	6,963,000	13,308,816
	Customs receipts at Catacolo	707,169			
	,, ,, Calamata	934,249			
	,, ,, Cephalonia	1,295,931			
	,, ,, Corfu	3,653,512			
	,, ,, Volo	1,388,797			
	,, ,, Tzagesi and Arta	12,963			
	,, ,, Syra (one-third)	948,804			
Loan of 135,000,000 fr.	Receipts from monopolies of salt	2,290,621	18,071,258	6,063,075	12,008,183
	,, ,, petroleum	4,749,979			
	,, ,, playing cards	357,533			
	,, ,, matches	858,597			
	,, ,, cigarette paper	1,434,459			
Loan of 16,500,000 fr.	Tax on net revenue of joint-stock banks, companies, and railways...	459,222	9,691,189	5,679,397	4,011,792
	Tax on theatre, steamer, and railway tickets	553,444			
	Tax paid by the Greek Laurium Mining Company	...			
Loan of 15,000,000 dr.	One-third of customs receipts at Syra	948,804	1,012,666	1,058,600	– 45,934
Patriotic loan...	Revenue from emery	446,780	948,804	634,600	314,204
			446,780	45,360	401,420
Totals	... ...	...	51,396,317	21,349,032	30,047,285
Piræus-Larissa Railway loan	Net receipts of the railway, and first mortgage on the line* ...	...	...	3,037,137	...

* The railway not being completed there are as yet no receipts from it.

N.B.—The amounts of revenues shown above are the receipts for the financial year 1891. There is a prior claim on the customs receipts at Catacolo, Calamata, Cephalonia, Zante, Athens, the Piræus and Patras, for the interest of the consolidated loans of 26,000,000 dr. and 10,000,000 dr. The annual charge for this service is 1,059,487 dr.

E IV.—Authorisation of Bank Note Issue by Different Banks (forced circulation).

Issuing Banks.	Dates of Authorisation of Loans.	Sums Authorised (Bank Notes).
		Drachmæ.
	First Period of Forced Currency (1868 to 1869)	
National	December 10 and December 30, 1868	10,000,000
Ionian	„ „ „	5,000,000
	Total	15,000,000
	The above amounts were reduced as follows :—	
National	September 8, 1869	6,000,000
Ionian	„ „	3,000,000
	Total	9,000,000
	Second Period of Forced Currency (1877 to 1884).	
National	June 29, 1877	7,000,000
„	November 21, 1877	7,000,000
„	December 2, 1880	27,000,000
Ionian	June 29, 1877	3,000,000
	Total	44,000,000
	Third Period of Forced Currency (1885 to 1892).	
National	November 4, 1885	12,000,000
„	November 30, 1885	10,000,000
„	December 21, 1885	20,000,000
„	April 4, 1886	25,000,000
„	May 28, 1887	4,000,000
Ionian	November 4, 1885	2,000,000
Epiro-Thessalian ..	„ „	1,000,000
	Total	74,000,000

Note.—In addition to the above amounts, the following issues of small notes have been authorised :—

	Drachmæ.
By the National Bank	7,000,000
Ionian Bank	3,500,000
Epiro-Thessalian Bank ..	3,500,000

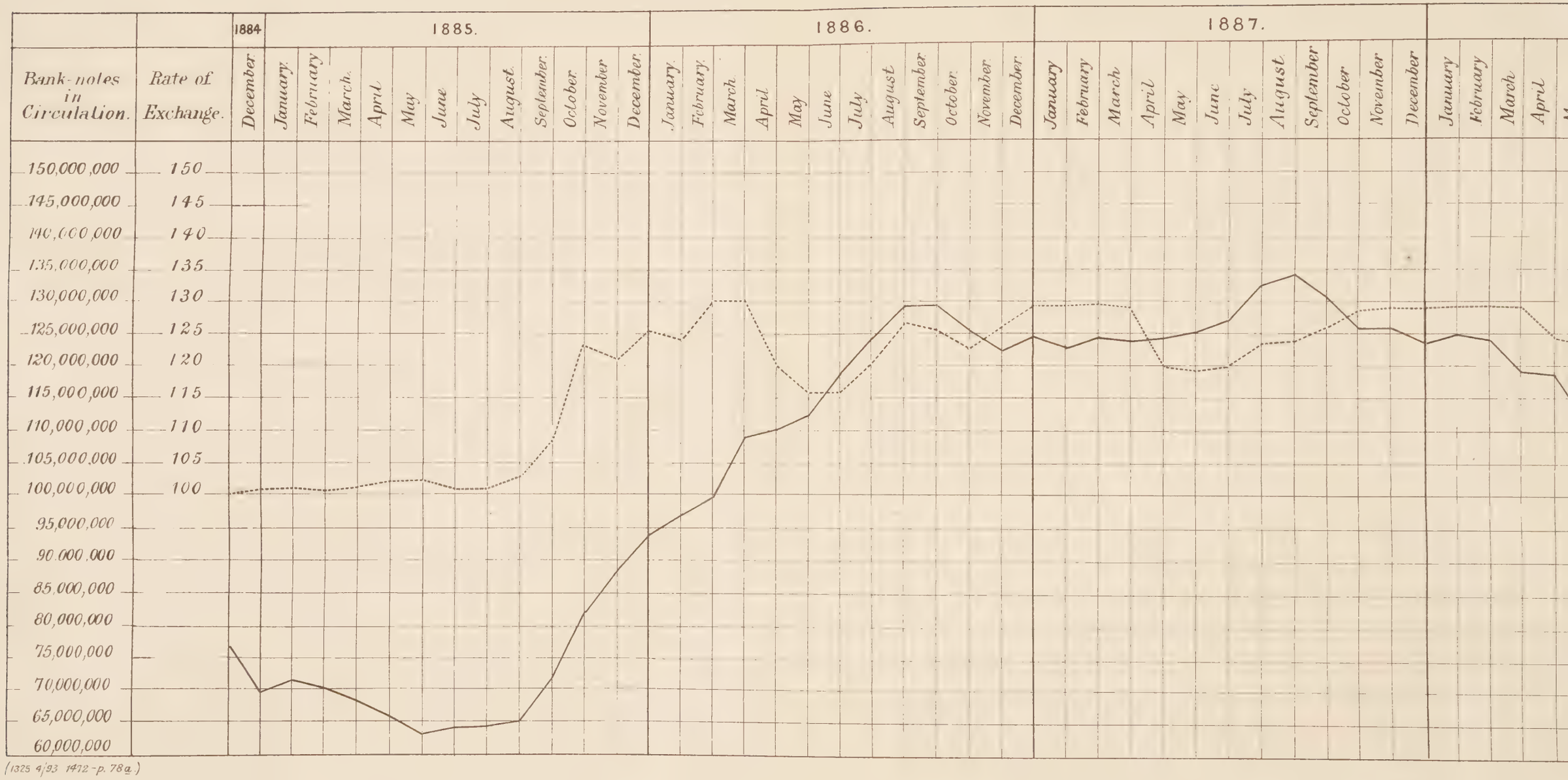
E V.—AVERAGE Circulation of Bank-Notes of the National, Ionian, and Epiro-Thessalian Banks, compared with the Rate of Exchange, 1877–92.

Year.	Average of Loans to the Government.	Average of Notes in Circulation.	Average Rate of Exchange.
	Drachmæ.	Drachmæ.	
1877	4,793,912	46,238,967	1·15¼
1878	27,892,137	67,274,542	1·24
1879	27,711,946	67,379,090	1·17⅛
1880	23,049,068	67,746,629	1·14½
1881	44,726,023	97,049,342	1·15⅝
1882	48,215,729	108,072,032	1·19¾
1883	44,057,004	105,989,104	1·12¾
1884	32,369,288	88,170,451	1·03¾
1885	13,182,937	70,452,169	1·05½
1886	61,313,748	114,652,135	1·23¾
1887	79,031,595	126,951,268	1·25¼
1888	72,059,969	117,491,570	1·26½
1889	67,573,463	113,217,610	1·22¼
1890	78,491,013	120,852,298	1·23¼
1891	77,158,828	137,728,486	1·29⅜
1892	..	..	..

NOTE.—Loans of forced currency commenced in July, 1877. The forced currency was withdrawn in December, 1884. Forced currency was again put in circulation in September, 1885. The notes of the Epiro-Thessalian Bank were first put in circulation in July, 1882. This bank made its first loan to the Government in October, 1885. The circulation of notes of small denomination (under 5 dr.) was commenced by the three banks in June, 1886.

(For Table E VI. see p. 78*a*.)

E. VI. — CHART SHOWING THE COMPARATIVE VARIATIONS OF THE



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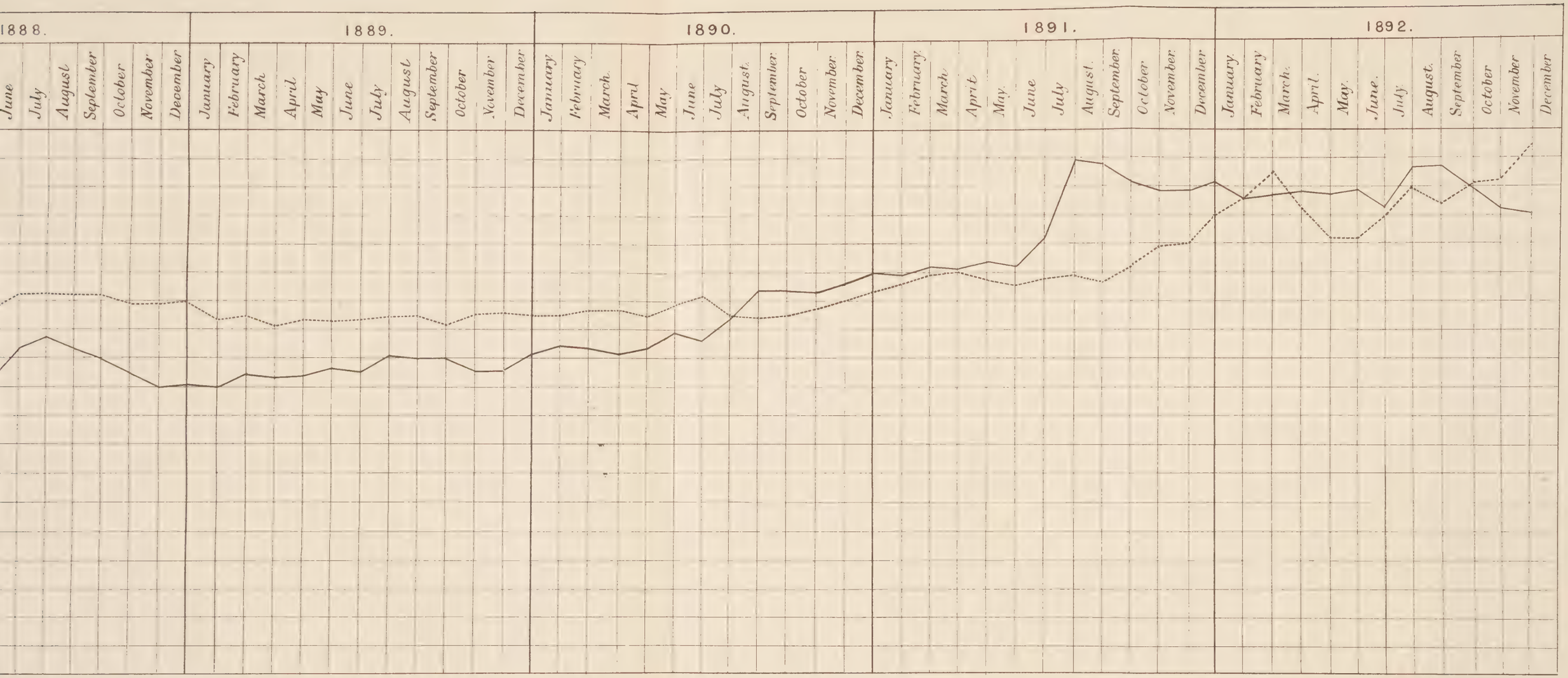
ATE OF EXCHANGE AND THE AMOUNT OF BANK-NOTES IN CIRCULATION.



Harrison & Sons, Lith., 3, Martin's Lane, W.C.

he monthly average rate of exchange.

thly average amount of notes in circulation.

mber 1884, when the exchange was at par.

E VII.—STATEMENT of Treasury Balances at the close of each Financial Year—1876–91.

Year.	Deficits.	Surplus.
	Drachmæ.	Drachmæ.
1876	..	9,500,362
1877	4,010,778	..
1878	28,605,520	..
1879	7,893,975	..
1880	49,217,708	..
1881	46,219,176	..
1882	33,372,088	..
1883	38,840,168	..
1884	22,764,504	..
1885	84,135,237	..
1886	118,284,795	..
1887	49,202,823	..
1888	49,917,794	..
1889	35,625,093	..
1890	48,271,711	..
1891	64,756,318	..

NOTE.—The proceeds of loans increasing the Permanent Debt are included in calculating the above figures, but not the Floating Debt, with which the deficit has been covered.

(For Table F I. see p. 80*a*.)

F I.—AREAS, POPULATION,

Geographical Divisions.	Area, Square Miles.	Population.
		Number.
Continental Greece, and Eubœa	9,120·8	644,357
Peloponnesus..	8,278·7	802,234
Epirus and Thessaly	5,165·3	344,067
Archipelago (Cyclades, &c.)..	925·0	146,847
Ionian Islands	1,039·1	249,703
Total and Averages	24,528·9	2,187,208

POPULATION AND INDEBTED

		Athens.	Piræus.	Patras.	Syra.	Corfu.	Zante.	Tricala.	Larissa.
Population	Number ..	107,251	34,237	33,529	30,208	19,025	16,603	14,820	13,610
Indebtedness	Drachmæ ..	5,340,250	1,005,342	3,176,000	2,472,500	233,853	469,283	326,000	500,000

CLASSIFICATION OF

Agriculturists (Proprietors).	Agricultural Labourers.	Shepherds.	Artisans.	Traders.	Traders' Employés.
Number.	Number.	Number.	Number.	Number.	Number.
314,122	57,069	72,905	64,211	43,103	74,876

N.B.—The figures in the above tables apply to the year 1889, ex

COMMUNAL REVENUES, &c.

Population Per Square Mile.	Forest Acreage.	Communal Revenues.	Revenue Per Head.	Communal Debts.	Communal Debt Per Head.
Number.	Acres.	Drachmæ.	Drachmæ.	Drachmæ.	Drachmæ.
70·64	970,710	5,624,582	8·73	7,266,594	11·2
97·01	511,290	6,341,735	7·90	7,326,073	9·1
66·61	543,400	1,996,486	5·80	1,009,100	2·9
158·75	..	1,534,914	10·45	2,565,160	17·4
240·36	..	1,683,085	6·74	997,337	3·9
89·17	2,025,400	17,180,802	7·85	19,164,264	8·7

NESS OF PRINCIPAL CITIES.

Pyrgos.	Tripolitsa.	Calamata.	Argos.	Chalcis.	Missolonghi.	Argostoli.	Messene.	Lamia.	Philiatra.	Vostitsa.
12,647	10,698	10,696	9,814	9,919	9,476	9,085	6,325	6,888	8,973	7,001
1,290,000	812,061	30,000	180,000	353,521	3,000	200,000	209,000	268,801	303,265	449,921

MALE POPULATION.

Workmen and Servants.	Professions.	Officials.	Clergy.	Sailors.	Army and Navy.
Number.	Number.	Number.	Number.	Number.	Number.
31,321	15,735	12,109	10,059	7,624	27,000

cept those relating to the Communal Debts which are for 1892.

F II.—Agricultural, Industrial, and Road Construction Statistics.

Number of Animals.

Description.	Number.
Horned cattle	337,000
Sheep and goats	6,000,000
Horses	95,000
Mules	45,000
Donkeys	109,000
Pigs	45,000
Camels	50

Acreage of Agricultural Production.

Articles.	Acres.
Wheat	630,000
Barley	240,000
Maize	192,000
Oats	24,000
Rye	7,500
Sesame	18,000
Cotton	14,800
Tobacco	12,000
Vineyards	336,000
Currants	168,000
Olives	432,000
Figs and other fruits	52,000
Sundry cultivation	211,400
Fallow	1,200,000
Forest	2,025,400
Total	5,505,700

Measure of Agricultural Products.

Articles.		Quantity.
Cereals	Bushels	20,000,000
Fruits and vegetables	„	1,250,000
Potatoes	„	400,000
Sesame and small grain	„	250,000
Tobacco	Lbs.	16,000,000
Olives	„	15,000,000
Currants	„	350,000,000
Figs	„	60,000,000
Wine	Gallons	66,000,000
Oil	„	10,000,000

QUANTITIES AND VALUES OF EXPORTS (AGRICULTURAL PRODUCTS).

Article.		Quantity.	Value.
			Drachmæ.
Cereals	Cwts.	16,450	132,540
Fruits and vegetables	„	39,900	257,150
Potatoes	„	415	4,150
Tobacco	„	50,950	2,660,560
Olives	„	48,230	868,150
Oil	„	150,690	5,425,400
Currants	Lbs.	340,000,000	54,709,200
Figs	„	22,270,250	2,144,900
Valonea	Cwts.	152,545	1,525,450
Silk	„	2,548	1,205,100

ROAD CONSTRUCTION (1835–1892).

Year.	Number of Miles.	Expenditure on Roads.
		Drachmæ.
1835–1862	150	..
1863–1872	162	..
1873–1882	385	..
1883–1892	1,346	..
Total	2,043	49,565,500

INDUSTRIAL DEVELOPMENT.

Description.	Number.	Horse-Power.
Flour mills	113	1,398
Spinning mills	17	1,702
Mechanical works	6	710
Cotton-carding mills	17	113
Oil-pressing mills	14	122
Distilleries	8	52
Mining works	8	1,370
Sundry	25	179

F III.—TAXATION AND REVENUE IN RELATION TO POPULATION.

Description.		1882.*	1887.	1892.†	1893.‡
Direct taxes	Drachmæ ..	13,345,993	19,297,562	23,286,795	22,755,111
Customs and excise on articles of consumption ..	„ ..	20,416,574	29,566,027	31,397,923	36,053,000
Stamps and Consular Fees	„ ..	6,496,667	8,979,547	11,543,234	12,899,067
Exemption from Military Service	„ ..	209,671	807,070	1,803,487	1,400,000
Monopolies (net revenue)	„ ..	1,130,756	5,420,920	7,172,746	8,139,475
Communal contributions for Primary Education, and Police	„ ..	..	..	..	5,000,000
Total revenue from taxation	„ ..	41,599,661	64,071,126	75,204,185	86,246,653
Estimated population	Number ..	2,029,046	2,131,201	2,267,267	2,289,940
Taxation per head	Drachmæ ..	20·50	30·06	33·16	37·63
„ „	Sterling ..	16*s.* 5*d.*	1*l.* 4*s.* 0*d.*	1*l.* 6*s.* 6*d.*	1*l.* 10*s.* 1*d.*
Total Budgetary Revenue	Drachmæ ..	58,873,144	82,558,592	89,288,592	101,534,772
„ „ per head	„ ..	29	38·26	39·47	44·34
„ „ „	Sterling ..	1*l.* 3*s.* 2*d.*	1*l.* 10*s.* 7*d.*	1*l.* 11*s.* 7*d.*	1*l.* 15*s.* 5*d.*
Total Public Debt¶	Drachmæ ..	331,133,986	525,090,620	720,188,644	740,878,351‖
Amount of indebtedness per head	„ ..	163·19	246·36	317·64	323·53
„ „ „	Sterling ..	6*l.* 12*s.* 7*d.*	9*l.* 17*s.* 1*d.*	12*l.* 4*s.* 1*d.*	12*l.* 18*s.* 10.
Annual charge for Interest and Sinking Fund ..	Drachmæ ..	20,516,628	32,070,297	33,164,202	35,329,514
Total Municipal Debts..	„ ..	§	§	19,164,264	§
Grand Total Government and Municipal Debts ..	„ ..	..	..	812,798,919	..
„ „ Indebtedness per head	„ ..	..	..	358·49	..

* Thessaly having only been added to Greece in 1881 it is probable that the collection of revenue in that province was imperfect during the first year, and consequently the incidence of taxation on the population of the rest of Greece was heavier than indicated above.

† The figures given are those of the estimates except where the final results are already known. In "Customs and Excise," the final results are known and taken for customs and tobacco, together equal to 90 per cent. of the whole. In "Stamps and dues" the results of stamps, or 95 per cent. of the whole, are known. "Exemption from military service" and monopolies, are also taken from known results, though in the latter case the expenditure, which has been deducted to give the net receipts, is taken from the estimates. Communal contributions for education and police were introduced in the latter half of 1892. They are omitted under that year as the amount which may be collected on that account cannot yet be estimated.

‡ The figures for receipts from taxation are taken from the official estimates. From the total estimated revenue for 1892 and 1893, 8,800,000 dr. have in each case been deducted, being the average of the total arrears for the years 1887–1891. For accuracy 3½ per cent. should, however, be added to the receipts from taxation, as the average collection of arrears.

§ No data.

‖ The amount of 8,760,000 dr., which has been deposited with the National Bank as security for the last Provisional loan is not included in this total.

¶ The capital debt on account of the loan by the Three Powers is not included, as the question of the amount outstanding appears to be under discussion.

F IV.—IMPORTS INTO GREECE, 1888-92.

Articles.		1888.		1889.		1890.		1891.		1892.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
			£		£		£		£		£
Live stock	Head... ...	148,928	76,424	144,419	142,050	179,631	172,492	187,548	165,248	267,870	166,365
Hides*	Cwts. ...	...	...	43,122	113,950	56,497	141,792	58,804	146,934	60,890	152,074
Fish, fresh or prepared, caviar, &c. ...	,, ...	108,558	175,279	108,586	189,040	115,254	210,371	118,712	216,823	106,457	201,506
Wheat and meslin*	Bushels ...	...	...	5,367,331	1,350,546	4,356,966	1,096,314	5,098,324	1,282,866	3,903,628	943,027
Coffee, chicory, &c.	Cwts. ...	27,590	121,638	27,459	120,822	26,911	118,410	29,529	129,928	27,629	121,766
Wood and timber for building ...	Tons	16,550	234,323	41,096	216,990	...	...	...	...	...	...
	Cubic metres	...	...	...	...	83,944	226,701	88,763	239,297	63,970	172,485
Coal*	Tons	...	...	126,173	201,877	117,085	187,272	231,362	370,180	217,173	347,477
Raw metals	,, ...	7,564	68,660	8,158	70,780	8,807	85,818	8,642	90,941	7,329	72,135
Sugar	Cwts. ...	129,768	138,956	127,671	132,778	120,576	125,399	118,740	123,489	131,440	136,698
Cotton tissues	,, ...	54,928	434,565	45,799	366,028	45,705	353,042	55,488	470,863	49,712	452,372
Woollen and hair tissues	,, ...	8,893	188,796	9,666	184,675	16,544	306,956	21,029	366,256	15,378	261,570
Mixed tissues†	,, ...	12,599	170,114	1,346	105,568	...	...	...	...	...	...
Common iron goods and hardware* ...	,, ...	...	...	162,764	204,377	80,125	109,567	107,329	146,839	90,764	119,145
Sundries	...	...	2,757,312	...	1,906,648	...	1,697,290	...	1,864,917	...	1,625,626
Total	...	...	4,365,967	...	5,306,129	...	4,831,424	...	5,614,386	...	4,772,240

* The figures for 1888 are not available.

† After 1889 mixed tissues are classed according to the substance which predominates in them.

F V.—EXPORTS FROM GREECE, 1888–92.

Articles.		1888.		1889.		1890.		1891.		1892.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
			£		£		£		£		£
Silk and cocoons	Cwts. ...	1,830	33,800	2,682	45,052	2,980	54,935	1,980	40,269	3,295	65,098
Sponges	,, ...	4,375	77,589	3,167	101,343	2,449	78,368	2,442	78,139	2,053	65,695
Currants	Tons ...	132,584	2,095,542	162,626	2,220,349	141,018	1,924,951	177,232	2,419,810	119,288	1,629,972
Fruit, fresh and dry	Cwts. ...	387,308	151,725	274,397	115,995	248,364	102,979	205,950	81,733	255,830	104,552
Tobacco	,, ...	54,011	100,429	59,094	112,008	65,499	140,060	41,659	82,192	50,393	86,961
Olive oil	,, ...	61,415	91,879	146,469	210,908	63,609	91,597	241,991	348,467	62,378	89,680
Valonea	Tons ...	7,058	56,646	8,415	67,320	6,498	51,988	7,968	63,744	7,875	63,045
Ores	,, ...	111,458	522,028	173,858	691,174	199,078	681,602	126,764	608,339	205,882	699,675
Emery	,, ...	2,652	23,428	1,744	15,223	1,679	14,654	598	5,218	913	7,963
Wine in cask	Gallons ...	4,506,254	176,594	4,359,772	174,391	3,765,972	140,321	6,235,645	249,425	3,275,128	131,073
Sundries	...	...	496,489	...	557,349	...	550,211	...	322,252	...	366,744
Total	...	...	3 826,149	...	4,311,112	...	3,831,666	...	4,299,588	...	3,310,458

F VI.—MINERAL PRODUCTION.

Classification.	1887.		1888.		1889.		1890.	
	Private.	State.	Private.	State.	Private.	State.	Private.	State.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Lead	12,922	..	14,543	..	13,567	..	14,208	..
Galena (argentiferous)	1,616	..	2,620	..	1,330	..	1,240	..
Manganese iron	162,958	..	123,441	..	134,340	..	207,509	..
Zinc	33,136	..	32,505	..	27,625	..	30,744	..
Sphalerite (blend)	7,761	..	10,900	..	5,400	..	2,310	..
Oxide of manganese	500	..	1,475	..	10,660	..	13,547	..
Baryte (argentiferous)	4,864	..	2,927	..	1,356	..	4,581	..
Lignite	2,500	..	5,500	..	3,500	..	3,500	..
Sulphur	1,346	..	1,670	..	1,552	..	2,044	..
Silicate of magnesia	7,000	..	300	..	1,200	..	8,734	..
Millstones .. .. (pieces)	..	12,031	..	18,290	..	11,503	..	9,698
Emery	..	2,222	..	2,222	..	2,222	..	..
Pouzzolane	..	28,980	..	28,985	..	47,928	..	44,284
Chrome	212	..	212	..	595	..	800	..
Marine salt	..	17,000	..	17,500	..	19,455	..	18,000
Annual value (drachmæ) ..	14,384,308	2,643,097	15,818,423	2,725,432	14,637,500	3,054,286	16,791,031	2,404,135
Total value (drachmæ) ..	17,027,405		18,543,855		17,691,786		19,195,166	

(For Table F VII. see p. 87*a*.)

Lines.	Capital Invested.		Kilometres. Working.		Kilometres under Construction.		Gross Revenue		
							State.		Private Com
	State.	Private.	State.	Private.	State.	Private.	Passengers.	Goods.	Passengers.
(1) Piræus-Athens-Peloponnesus	8,921,968	40,345,204	..	451	..	..	..	..	7,230
(2) Thessalian*	2,826,800	24,045,000	..	203	..	..	..	..	2,740
(3) Attica	..	5,400,000	..	76	..	..	..	..	6,615
(4) Piræus-Athens†	..	5,000,000	..	8·6	..	..	..	..	136,430
(5) Pyrgos-Catacolo	..	1,438,000	..	13	..	..	..	..	6,410
(6) Myli-Calamata‡	22,500,000 (*a*)	..	103	..	77	..	3,750	512	..
(7) Missolonghi-Agrinion	3,756,720 (*a*)	..	45	..	..	..	2,460	510	..
(8) Agrinion-Kryoneri§	320,000	3,000,000	..	16	..	..	..	..	2,460
(9) Piræus-Larissa‖	19,500,000 (*a*)	..	(200)	..	393	..	..	..	..
(10) Diacophto-Calavryta¶	2,400,000	..	(21)	..	22	..	..	..	..
(11) Piræus-Athens (underground extension)**	..	4,000,000	..	..	..	1·5	..	..	..
(12) Expropriations††	3,925,000	..	..	..	..	..	..	..	..
(13) General expenses, surveys, &c.	500,000	..	..	..	..	..	..	..	..
Total drachmæ	18,893,768	83,228,204	148	767·6	492	1·5	3,357	520·5	7,316
„ francs	45,756,720								

* The capital noted as 24,045,000 fr., invested by the Thessalian Company in their line, includes the State grant of 2,826,800 fr.

† The Piræus-Athens Company derive a large part of their revenue from the bathing and other public establishments which they own at Phalerum.

‡ The 77 kiloms. of the Myli-Calamata Line, still under construction, are about two-thirds completed. Their completion has been undertaken by the Piræus-Athens-Peloponnesus Company. The State is to make a further grant of 3,300,000 drachmæ for the works, and the Company will expend about 3,000,000 drachmæ. The receipts of the Company are still small, as only the terminal sections are open to traffic, and the middle section, Tripolis-Diavolitsi, is still uncompleted.

§ The receipts of the Missolonghi-Agrinion-Kryoneri Lines are small, as the line awaits prolongation to Arta, and also the construction of the port at Kryoneri, for its proper development.

‖ Of the sums expended on the Piræus-Larissa Railway, about 17,500,000 fr. (including 10 per cent. guarantee fund retained from the contractor) are for construction account, 1,600,000 fr. for interest, and 350,000 fr. for surveys and general expenses. The amount of work executed corresponds to the completion of about 200 kiloms. The estimated cost of completion of the line is 34,800,000 fr.

r Kilometre.			Working Expenses per Kilometre.	Net Revenue per Kilometre.	Percentage of Working Expenses.	Government Tax.		Conditions of Concessions.
anies.	Total.							
Goods.	State.	Private.				Per Kilometre.	Total.	
2,275	..	9,505	4,862	4,643	51·16	657	296,000	Profits to be divided after allowing 7 per cent. on the capital of the Company. On the Pyrgos-Olympia line the State shares profits, after allowing 9,000 drachmas for working expenses.
5,260	..	8,000	3,922	4,078	49·91	618	125,500	Profits divided after allowing 7 per cent. on capital.
1,700	..	8,315	4,357	3,958	56·73	804	61,110	Profits divided after allowing 7 per cent. on capital.
1,130	..	147,560	68,000	78,560	46·09	15,080	129,720	The State has no share in profits.
1,970	..	18,380	7,915	10,465	43·07	1,653	21,485	The State has no share in profits.
..	4,262	..	4,068	194	95·45	..	36,000	The State receives half takings after allowing 4,000 drachmæ for working expenses.
..	3,000	..	4,310	– 1,310	143·67	381	23,240	The State receives half takings after allowing 4,000 drachmæ for working expenses.
510	..	3,000	4,310	– 1,310	143·67			State receives half takings, allowing 9,000 drachmæ for working expenses.
..	..	..	..	..	..	..	..	No concession has as yet been given.
..	..	..	..	..	..	..	..	State takes half earnings, allowing 2,500 drachmæ for working expenses.
..	..	..	..	..	..	..	..	
..	..	..	..	..	..	..	..	
..	..	..	..	..	..	..	..	
3,234 6	3,878·3	10,444·5	5,122	5,322·6	51·46	755 (*b*)	693,055 (*b*)	
	Average.							

¶ The amount of work done on the Diacophto-Calavryta Line, corresponds to the completion of about 21 kiloms.

** The works of the Piræus-Athens underground extension are practically completed.

†† The sums noted as expended for expropriations do not include expenditure under this head for account of the Myli-Calamata Line.

NOTE.—Concessions have been granted for the following additional 220 kiloms. of railway:—Leondari-Karytaena—20 kiloms.; Pyrgos-Pylos-Kyparissia-Meligala, 138 kiloms.; and Leondari-Sparta-Xirocambi, 62 kiloms. The Government has undertaken grants amounting to 5,200,000 drachmæ towards the cost of construction of these lines.

(*a*) The amounts noted in the above table, thus (*a*), are shown in francs, all others are in drachma currency.

(*b*) These figures are approximate, being for the most part calculated on the receipts of the first half of the year 1892, whilst the greater movement on the railways is always in the second half of the year. Taking this fact into consideration, and the steady development of traffic, the revenue to the State, when the lines now constructing are completed, may be expected to reach about 1½ million drachmæ. About one-fourth of the amount, which includes license tax, stamps, tax on dividends, &c., is derived from the percentage tax on passenger tickets.

F VIII.—Post and Telegraph Service Development.

Years.	Number of Offices.		Mileage of Air Lines.	Mileage of Cables.	
	Post.	Telegraph.		Government.	Private. Hired from Eastern Telegraph Company.
1883	213	131	3,241	25½	399·3
1884	225	156	3,403	25½	405·0
1885	231	160	3,483	25½	470·0
1886	239	168	3,603	25½	470·0
1887	242	173	3,679	26¼	470·0
1888	259	176	3,695	26¼	470·0
1889	265	182	3,717	26¼	470·0
1890	272	188	4,043	26¼	470·0
1891	280	189	4,073	26¼	470·0

F IX.—STATEMENT of the Numbers of Civil Employés, and Pensioners, and of the Sums paid to them, 1892.

Employés.			Pensioners.		
Departments.	Number.	Salaries.	Classes.	Number.	Salaries.
		Drachmæ.			Drachmæ.
Department of Finance	2,270	3,119,714	Army	3,631	1,899,190
,, Foreign Affairs ..	2,401	1,342,356	Navy	702	410,800
,, Justice..	1,319	3,635,932	Ecclesiastics	7	25,000
,, Interior	2,342	2,567,925	Civil Service pensioners	2,108	2,131,900
,, Public Instruction and Ecclesiastical Affairs	2,835	3,342,640	Customs guards	23	8,850
			Police	33	18,700
			Pensions to British subjects	12	60,000
			Ionian pensioners	21	49,700
			,, constables	106	31,500
Total	11,167	14,008,567	Total	6,643	4,635,640

ANNUAL AVERAGE.

	Drachmæ.
Salary	1,254
Pension	680

NOTE.—The above statement includes some special pensions granted to certain individuals for distin uished services rendered during the War of Independence.

Years.	Census Returns.	Increase.	Percentage of Increase.	Average Annual Increase.	Excess of Births.		Increase from Other Causes.	Calc from I D
	Number.	Number.			Number.		Number.	Nu
1870	1,457,894							
1871					12,227			
1872					11,993			
1873					5,328			
1874					15,349			
1875					13,450	Average 12,767	11,930	
1876					16,165			
1877					14,175			
1878					14,333			
1879	1,679,470				11,185			
		221,576	1·584%	24,619 (1·69%)				
1880					11,016			1,6
1881					9,464			1,7
1882					10,963			1,7
1883					8,442			1,7
1884					10,289			1,7
1885					12,136			1,7
1886					13,983			1,7
1887					15,830	Average		1,7
1888					17,677	12,922	3,435	1,8
1889	1,843,141				19,523			1,8
		163,671	0·934%	16,367 (0·974%)				
1890					20,648			1,8
1891					20,085			1,8
1892					20,085			1,9
1881	299,677							2
1882					915			3
1883					705			3
1884					859			3
1885					1,013			3
1886					1,181			3
1887					1,338			3
1888					1,498	Average		3
1889	344,067				1,631	1,142	4,407	3
		44,390	1·742%	5,549 (1·85%)				
1890					1,765			3
1891					1,698			3
1892					1,698			3

The above calculations were kindly furnished to me by M. L. Coromilas, a gentleman who has devoted much time and ability to the study o
also indebted for other most useful information.

Population.		Total Population of Greece.
ated regoing a.	Calculated on Rate of Increase.	
ber.	Number.	Number.
921		
820		
218	1,726,980	2,026,216 (1882)
095		
819		
390	..	2,083,185 (1885)
808		
073	..	2,131,201 (1887)
185		
141	..	2,187,208 (Census—1889)
226		
746		
266	1,895,280	2,276,715 (1892)
677		
998	304,895	
109		
375		
795		
383		
128		
029		
067		
239		
344		
449	362,359	

tatistical and kindred questions, and to whom I am

F XI.—Comparative Weights and Measures (Greek and English).

One old (or Peloponesian) stremma	=	1,270 square metres.
One new (Royal) stremma	=	1,000 „ „
One new stremma	=	0·242 acres.
One oke	=	2·8 lbs. avoirdupois.
1,000 Venetian lbs.	=	1,059·5 „ „
One quintal	=	1·1 cwt.
One litre	=	0·22 gallons.
One drachma (par value)	=	1 fr.
„ „	=	100 lepta.
100 new drachmæ	=	112 old drachmæ.

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1893.

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GREECE.

REPORT FOR THE YEAR 1892

ON THE

TRADE OF THE PIRÆUS.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1019.

Presented to both Houses of Parliament by Command of Her Majesty, MAY, 1893.

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1132.	St. Jago de Cuba	4½d.
1133.	Munich	1½d.
1134.	Meshed	1d.
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1144.	Old Calabar	2d.
1145.	Trieste	1½d.
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1147.	Buenos Ayres	6d.
1148.	Bogotá	1d.
1149.	The Hague	2d.
1150.	Mexico	2½d.
1151.	Florence	2d.
1152.	Calais	1d.
1153.	Lorenzo Marques	1½d.
1154.	Patras	1d.
1155.	Taganrog	1d.
1156.	Stockholm	1d.
1157.	Washington	2d.
1158.	Paris	1½d.
1159.	Bengazi	1d.
1160.	Santos	2½d.
1161.	Buenos Ayres	1½d.
1162.	Nantes	1d.
1163.	Beira	5d.
1164.	Galveston	1½d.
1165.	Berlin	1d.
1166.	Bordeaux	2½d.
1167.	Calais	2½d.
1168.	The Hague	2d.
1169.	Athens	12d.
1170.	Galatz	1½d
1171.	Guayaquil	1d.
1172.	Riga	2d.
1173.	Trebizond	1d.
1174.	Havre	2½d.
1175.	Saigon	½d.
1176.	Baltimore	1½d.
1177.	Brest	1d.
1178.	Buenos Ayres	½d.
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GREECE.

PIRÆUS.

Captain Boyle to the Earl of Rosebery.

My Lord, *Piræus, March* 22, 1893.

I HAVE the honour to transmit to your Lordship my Annual Commercial Report, with Tables, for this Consular District during 1892.

I have, &c.
(Signed) JAMES BOYLE.

Report on the Trade and Commerce of the Piræus for the Year 1892.

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Progress of Piræus.

During the year 1892 Piræus has further advanced as a port, and more especially at the expense of Syra. The Hellenic Steam Navigation Company, the fact of whose head-quarters being at Syra principally sustained that port, has leased all its steamers for a term of years to the Piræus firm of Messrs. MacDowall and Barbour, and, although the lines to Syra are still maintained, Piræus has become the real and only head of the line. To-day, therefore, all the coasting trade of Greece has its head at Piræus, and a glance at the tables accompanying this report will show how Syra is falling and Piræus is supplanting it.

Fall of Syra.

20 years ago the shopkeepers, dealers, and merchants, not only of the Greek islands but also of the Peloponnesus, and even the merchants of the capital itself, visited the Island of Syra at regular intervals and replenished their stocks. Now, Piræus being the head of the local lines as well as of the main foreign lines of steamers, in addition to the construction of railways, its advance is steady and continuous.

Population of Piræus, &c.

In 1889 the population of Piræus was estimated at about 36,000 inhabitants, but I should say that in 1893 it has increased to 40,000, or more. New houses are springing up on all sides. The embankment of Port Zea is finished, and a fine stone wall has been built all round it, thus forming a fine public promenade. There is also a fine broad road to Phaleron from Piræus, which runs along close to and above the sea.

Foreign trade.

For the same reason as Consul Dupuis stated in his Commercial Report for 1891 I am unable to give the approximate value even of imports and exports in foreign trade. This is due to the custom-house authorities in this port, and as their statistics, &c.

will not be printed for the next 6 months, for the year 1892, I consider it best not to say anything that might be misleading. I attach, however, to this report some authentic and reliable custom-house movements for the years 1889–91 as to tonnage, &c., of exports and imports.

Trade generally.

It is satisfactory to be able to report that, on the whole, trade is good, but, no doubt, during the last 4 months or 5 months, it has not been quite so flourishing. This is entirely due, I think, to the depressing influence caused by the financial crisis which has been going on here in Greece, and also to some serious failings in trade in Patras, which I shall allude to further on in this report. At the present moment there seems to be a more healthy tone in the markets, and it appears to be the idea of all merchants, &c., that the prosperity of trade generally will return to what it was 6 months ago.

Shoal in port of Piræus.

The sunken rock or shoal in the middle of the harbour of Piræus, bearings of which were given in the report from this consulate, No. 1019, 1892, still exists in practically the same state. During the month of December last a French steamer leaving the port of Piræus in the night fouled the anchor of a Greek man-of-war which lay on this shoal and caused a heavy loss to ship and cargo. Since this the authorities have at last decided to make a move, and have given instructions to take the work of removing this shoal seriously in hand.

Depth of port.

During this last winter foreign men-of-war drawing above 30 feet of water have come safely into port, and have thus proved that the entrance, at any rate, is of the depth laid down in the chart.

New shipping Bill.

At the close of 1892 the Greek Government had put into operation a new scale of dues on steamers entering their ports, having passed a Bill through Parliament to authorise this.

The Bill is rather complicated and as yet is not thoroughly understood, but all persons interested in shipping should obtain a copy for themselves.

Convention steamers.

Steamers which trade with Greece from abroad are divided into two classes, those which are called convention steamers and those which are not.

The former have signed a convention with the Greek Government to carry mails and passengers when required for the Government on certain agreed terms, and as far as British steamers are concerned the following is a tolerable complete list of the convention steamers:—

1. The Cunard Steamship Company, Liverpool.
2. Messrs. Frederic Leyland and Company, Liverpool.
3. Messrs. Papayani and Company, Liverpool.
4. The Moss Steamship Company, Liverpool.
5. Messrs. W. Johnstone and Company, Liverpool.
6. Messrs. Wescott and Laurance, London.
7. Bells' Asia Minor Company, Smyrna.
8. The Trident Line, London.

These steamers, in return for their obligations to the Greek

Government, are treated on a lower scale of dues than others which have not entered into any convention.

Old scale of dues.

Before the passing of the new Bill colliers and other steamers which had no convention paid on entering a Greek port :—

	Per Ton Register (Nett).
	Leptas.
Light dues..	25
Quay „	5
Sanitary „	2

Or a total of 32 l. per ton register ; whilst convention steamers paid :—

	Per Ton.
	Leptas.
Light dues..	10
Quay „	5
Sanitary „	2

And some of the regular mail steamers did not pay the quay and sanitary dues at all.

New scale of dues.

Ordinary steamers under the new Act now pay as follows :—

When they discharge and take in any Greek port over two-fifths of their net registered tonnage, 100 dr. per ton.

When the two operations do not exceed two-fifths, 50 l.

When they do not exceed one-fifth, 30 l.

When they discharge or take only, *i.e.*, one operation, over one-fifth of their registered tonnage, 50 l. per ton.

When they neither discharge nor take anything, but remain over 72 hours in the port and land or take passengers, 30 l. per ton. (As an alternative to this steamers can, if they prefer it, pay 10 dr. per passenger.)

When they do not stop 72 hours and do not land or take passengers, no dues.

Convention steamers are subject to the same terms as above, less a discount of 30 per cent., and thus the 1 dr. becomes 70 l., the 50 l. 35 l., and the 30 l. 21 l.

But the regular lines can pay a subscription of 1 dr. per ton, which frees the steamer entirely for any operation for 3 months. This, of course, is of little use to English steamers, as the same steamer cannot come to Greece sufficient times in the course of 3 months to make it worth their while to pay this subscription, but the Egyptian, Austrian, and other Mediterannean lines pay this subscription and then arrange that the same steamers are kept on their Greek lines and visit the Greek ports in the 3 months as often as they can. If a steamer pays her legal dues in any Greek port she has

the right to go on to other Greek ports and complete the same operation without paying dues again; thus, if she discharges less than one-fifth of her registered tonnage in one port she can go on to other ports and discharge one-fifth in each without paying again, but if she discharges more than one-fifth in any second port she has to pay for the extra quantity.

Then there are reductions for steamers of large tonnage :— Reductions for steamers of large tonnage.

	Tons.		Tons.	Remarks.
Over	1,000	Up to	1,500	Pay half what the tons under 1,000 pay
„	1,500	„	2,000	„ one-third „ „
„	2,000	„	2,500	„ one-fourth „ „

Thus—

	Tons.		Tons.
A steamer of	1,100	Pays as ..	1,050
„	1,400	„ ..	1,200
„	1,500	„ ..	1,250
„	1,600	„ ..	1,283
„	2,200	„ ..	1,467

The new Bill, therefore, favours large steamers and does not much alter the dues of the regular lines and convention steamers. But steamers which come to discharge an entire cargo of coal or take a full cargo or large quantity of currants, &c., have to pay much more than formerly.

The new dues, too, are payable in gold whilst the old ones were payable in paper; but as the majority of colliers, at Piræus at any rate, have nearly always been charged by their agents in gold, this portion of the Bill will not make much difference to them. New dues payable in gold.

I would draw the serious attention of shipowners and others trading to Piræus to the great advantage in consigning their steamers to recognised agents of position and standing in this port. A large proportion of the colliers visiting Piræus to discharge come without any regular agent appointed beforehand, their manifests come to the Consulate generally by post, the captain falls into the hands of the pilot, or other plausible person speaking English, and, in the past at any rate, has been robbed of the difference in exchange on his port dues (amounting latterly to 50 per cent.), besides having no capable person to settle their claims, &c., in cases of difficulties arising over demurrage, average, &c. The following firms in Piræus are all of old standing and reputation as shipping agents and are widely known, namely, Messrs. Theokaris and Decavalla, Frangules Brothers, Merino Brothers, Messrs. Zolas, Philon, and Sourmelis, Messrs. Facopolos, Messrs. Maurocordatos. Advice to shipowners and shipping agents.

Athens and Piræus Railway.

During the year 1892 another step has been taken to improve the communication between Athens and Piræus by doubling the train service on the Athens and Piræus Railway.

This railway was opened in March, 1869, and was worked by an English company until 1874, when it was taken over by a Greek company. In the first year of its existence it carried 817,022 passengers, and has constantly since then improved, until last year it carried 2,481,372 passengers with gross receipts amounting to 1,105,370 dr. Its 200-dr. shares are quoted to-day at 400 dr., and it declared a dividend last year of 20 dr. per share.

Improved communication.

This railway has for years past had a half-hourly service of trains on its single line, the trains crossing one another at Phaleron, the seaside resort of the Athenians, but now the line has been made a double one throughout, so that a more frequent service can be run.

This improvement has been coupled with an extension of the line from the old station at Athens outside the town by means of tunnels to two stations nearer the centre of the town. The Athens and Piræus Railway Company have, however, not yet agreed to take over the line and tunnels from their contractor, Mr. Stephen Psichas, alleging that certain points are not safe, and although January 1, 1893 (our calendar; Greek calendar, January 13) was fixed upon as the opening day, the disputes between the various engineering authorities and companies still continue.

Piræus and Larissa Railway.

The Piræus and Larissa Railway, which was begun in 1890, is making fair progress. The contract for this railway, which is by far the most important railway in Greece, was given in July 1889, to Messrs. Eckersley, Godfrey, and Liddelow, of London, and confirmed by Royal Decree in November of the same year.

It is the only railway in Greece (excepting the short line from Athens to Piræus) of the full European gauge (4 feet 8½ inches), and consists of a line from Piræus to Larissa, 348 kiloms. long, with branches from the main line eastward to the towns of Chalcis and Lamia, each about 20 kiloms., making a total length of 388 kiloms.

The line will pass from Piræus through Athens, Bozati, Liano, Kladhi, Pentamilos to Larissa, and it is proposed later on to join it on to the European system between Salonica and Uskup. The line between Piræus and Pentamilos, say, a distance of 268 kiloms., has been attached at many points, it having been given out in small lots to sub-contractors, and about 200 kiloms. could be completed ready for traffic in 1893. The two branch lines are almost entirely finished.

The heaviest work of the whole line is in the Bralo district, where a tunnel of over 2,000 metres long, and very many smaller ones, besides viaducts, bridges, and cuttings, are all concentrated in 20 kiloms. of line.

The locomotives and rails are being supplied from England, and the bridges, girders, and rolling stock from Belgium.

The total cost of the whole line will be about 2,000,000*l.*

Wrecks on the outside coast of Eubœa.

During the last winter another steamer, the "Arabian Prince," of Shields, has been ashore at Kimassi Bay, Mandudi, Eubœa, in exactly the same spot as the "Magda," referred to in Report No. 834 for 1890 of this Consulate. Both these vessels had gone to Kimassi Bay to load magnesite stone, and were wrecked under similar circumstances on the same spot. Considering the dangerous character of the outside coast of Eubœa shipowners should firmly refuse all offers of charters from Kimassi and insist on loading at Limui, a safe port in all weathers, on the outside of the island, and so avoid the perilous outside coast.

Shipowners warned.

New lighthouses.

The insufficient lighting of the Ægean Sea, and especially that of the coast of Eubœa, as referred to in the last two Reports from this Consulate, viz., No. 884 of 1891, and No. 1019 of 1892, have had the attention of the Greek lighthouse authorities, for great improvements are taking place. A light of the first order—white flashing—is being placed on Cape Lythari, on the Island of Skyro; a light of the second order—white flashing—is being placed on the Island of Psathoura. A light of the second order is being placed on the Island of Prassuda, near Kymi, and a light is also being placed on Cape Tamalos, south point of Zea, and already a new light is in operation on Flera Island.

The Greek Government has considered the application made to them by the committee of Lloyds for a light on Cape D'Oro, and having consulted nautical experts have decided to put a light on the Island of Mandili, near Carysto, as the experts consulted consider this point a better situation than D'Oro itself. This light, as well as one on the Island of St. George, in the Gulf of Athens, will be fixed as soon as funds will allow; but in view of the new lighthouses and improvements in existing lights on either side of the Corinth Canal, now taking up all the available funds of the Government, it may be some little time before the lights on Mandili and St. George are placed.

General remarks.

So many English merchants and manufacturers write to this Consulate requesting intervention and assistance in recovering bad debts that shippers and others are again warned of the serious necessity of making most minute and careful inquiries before giving open credits indiscriminately, as whilst on the one hand there are here very many firms of first-class standing, there are, unfortunately, others of a different description. It is only in the last two or three months that cases have come before me, and letters written by various firms, &c., in England asking for assistance in recovering protested bills, &c., and it is most desirable that any firms or others having dealings with firms here should have agents here, who could look into and inquire into the standing, solvency, &c., of the firms with whom they may wish to deal. These remarks also apply to private individuals, who, if they wish to recover small debts owed to them from persons residing in this country, should apply in the first instance to some solicitor practising in Piræus or Athens. If applied to, I am always happy to give the name of some lawyer or solicitor of good

standing, who could, no doubt, if possible, collect money that is owing.

New German Company.

A German company, the "Export-Verband Deutscher Maschinenfabriken und Hüttenwerke Actiengesellschaft," has tendered for business in Greece by opening permanent exhibitions or large stores in central positions in Athens and Piræus. I am informed that this company has a capital of 500,000 marks, and has a similar store in Constantinople. The stock in Athens amounts in value to about 5,000*l.*, and consists of machinery of every description, with many classes of hardware. Not only does this company sell on its own account, but it undertakes also to dispose of consignments, which may be sent in by manufacturers.

I understand that the Greek depôt (perhaps owing to the financial crisis now reigning) is not doing for the moment a particularly good business, but in any case this system of business would seem to be a better one than that of English machinery manufacturers, who would appear to have been singularly unfortunate in their choice of agents and customers here.

Exchange.

Exchange has during the year 1892 undergone violent fluctuations, and has reached the highest point ever known. At the opening of the year it stood at 34 dr. 30 l. per 1*l.*, and about the middle of March it touched 40 dr. per 1*l.*, falling in May to 34 dr. 50 l. per 1*l.*; it finished the year at 39 dr. per 1*l.*

Month.	Lowest.	Highest.
	Dr. l.	Dr. l.
January	34 25	34 60
February	34 85	35 30
March	35 40	40 05
April	35 40	36 75
May	34 50	35 10
June	34 80	35 45
July	34 25	36 25
August	35 40	36 65
September	35 50	36 00
October	35 90	37 20
November	36 60	36 90
December	37 10	39 15

It will readily be seen that with such fluctuations business has been greatly hindered and retarded, and that great difficulties have arisen with payments. When the difference in 12 months has been nearly 15 per cent. it can at once be understood what an inducement there is for everyone to postpone payments in the hope of benefiting by a fall in exchange.

Parcel-post.

Parcel-post from England still leaves very much to be desired in the way of celerity. Parcels, &c., generally take at least 20 or 25 days coming, and often lie in the custom-house for an uncertain period. They are also assessed for custom purposes, but at what rate or scale it is hard to say.

Advance in postage rates.

Owing to the depreciation in the Greek paper currency the

Greek Government have had recently to take the long foreseen step of advancing the postage rate. Whilst from England to Greece only 96½ oz. letters can be sent for an English 1*l.* from Greece to England, under the 25 l. authorised by the postal convention at to-day's exchange 160 oz. can be sent for the same amount, and consequently to minimise the loss the authorities have just issued special stamps of 25 l. gold sold at 30 l. paper, to affix to a 15-gramme letter under the postal union, and even with these the Government has still a serious loss.

Proposed alteration in telegraphic rates.

A similar advance in telegraphic rates, in order to prevent the present loss to the Greek Treasury of receiving in paper currency and paying to the foreign Governments and companies in gold, is also to be put in force very shortly.

Grain crops, &c.

From all accounts the grain crops in most districts are fully up to the average of other years, but it is extremely difficult to obtain the exact state of the wheat, corn, and barley crops. The last winter, which was an exceptionally severe one, and which was expected to damage young seed, &c., does not appear to have done so. A good deal of grain comes from France and Russia.

Olive oil crop.

The olive oil crop is good, such as it is; but it appears to be the custom now to cut down the olive bearing trees for firewood, &c., and to make the land where these trees stood into vineyards, which, from all accounts, appear to pay far better, so it is said.

Provisions.

Provisions are and have been fairly good and abundant. The prices are about as follows:—

Articles.	Price per Oke.*	
	From—	To—
	Dr. l.	Dr. l.
Mutton	2 80	3 0
Beef	2 20	2 30
Pork	2 80	3 0
Bread—		
1st quality	0 55	..
2nd „	0 50	..
Flour	1 0	..

* 1 oke = about 2¾ lbs. These prices are all in paper currency.

Fish and vegetables have been good and abundant, and vary in price according to the local markets.

Commercial crisis at Patras.

There has of late been a serious commercial crisis at Patras, several of the oldest established houses have failed, and it appears to be hard to say when these failures are going to end, as it is generally reported that other houses are not in a sound condition.

The principal causes of these failures are, so it is said, owing to the firms in the currant trade not confining themselves to their own legitimate business, but engaging in other speculations. The rise in exchange was, no doubt, favourable to currant merchants, as

they sold for English gold, whilst paying out in Greek paper money. A good many, no doubt, speculated on further rise in exchange, and have consequently suffered by the recent fall. I think that one of the chief causes is the slackness of the currant export trade to England, retail dealers holding back in anticipation of a fall in prices, and only purchasing what is necessary for immediate requirements.

Greek finances.

The late decline in the quotation for Greek stocks is not so much to be attributed to market considerations as to the condition of the finances of Greece, where the monetary crisis is approaching a climax; but at the present moment there seems to be an increasing probability that a new loan will be negotiated on reasonably favourable terms. The success of this depends, no doubt, on the amount of gold which the Government is now able to guarantee for the payment of interest. It is said that in the budget of 1893 the taxes are expected to yield more than 8,500,000 dr. In order to relieve and lighten the existing pressure by reducing the rate of exchange, the Government proposes to withdraw by degrees the superfluous paper currency, which amounts to 74,000,000 dr. This can only be accomplished by a loan. It is true that a certain proportion of the proposed loan would be employed for the payment of the coupons, which fall due soon; but for every coupon paid it is proposed to withdraw the same amount of paper money from circulation. It is hoped that if this takes place the exchange, before very long, may be brought down to par. Shares in the National Bank of Greece were worth not long ago 4,000 fr. in gold; now they are down to 3,000 fr. in paper money, or about 2,000 fr. in gold.

I am very much indebted to Vice-Consul Hill for his valuable assistance in all the details of a commercial nature, &c., contained in this report.

LAURIUM.

Notes on the mineral industry and trade of the Laurium district.

Although the whole shipping tonnage in imports and exports during 1892 are apparently showing an increase on the preceding year, there is a considerable falling-off in the value of goods, fuel, and machinery imported and metal and ores exported, and this is mainly to be attributed to the decrease of zinc ore and pig-lead produced, the exceptionally low prices of metals still prevailing in the British and other European markets, to which the welfare of this country is strictly connected.

It becomes daily evident that the metal market crisis still prevailing might have a disastrous result for this country if the present year should not improve the condition by an advance of prices, mainly on silver lead, of which increasing offers on Australian produce are about to render unprofitable, the mining industry of this district actually depending entirely on the margin

left by the high rates of exchange in the compulsory currency of Greece; but this calamity, to a great extent so profitable or protective to export trade, being, on the other hand, intolerably heavy to imports, will, of course, come shortly to a standstill.

As soon as the financial derangements of the State come to a final settlement, as is generally expected, this will be a fatal stroke to mining industry all over Greece, unless the loss of quite 35 per cent. reaped by the present currency system is not proportionally counterbalanced by a better tone in the metal markets.

During last year 10,867 tons of silver lead was exported, against 13,750 tons in 1891. Contents in silver were ranging from 1,400 grams to 1,800 grams of silver per ton of lead. There is a decline in produce of 2,883 tons, which is not covered by the overplus of silver contained over the produce in 1891.

This decline is moreover striking as affecting the shareholders of the Greek Laurion Lead Works Company, they having expended 5,000,000 fr. for the establishment of a new system (Lurigs) of dressing plant, covering an area of quite 40,000 square yards, by which it was expected that the ground refuses, &c., of their old washing machinery treated by the new system might supply them with sufficient raw material to feed their blast furnaces and to produce 30 tons of silver lead per day. The masses of ground refuse, consisting of about 3,000,000 tons, actually treated in the above plant contain from 3 per cent. to 5 per cent. lead, with 1,200 grams of silver; but whilst the inventor's promise was for an output of enriched ore from 20 per cent. to 25 per cent., the practical result turned out a far lower one, 10 per cent. to 12 per cent., and a quantity of useful stuff besides, than what was originally expected, and at a much higher expense in dressing the ore than has been proved by repeated trials in Germany. In fact this sectional branch of industry is a failure, as the interests of the loan with which the company is burdened for the capital invested in the plant are not covered by its working, and remains a heavy incubus on the dividend in the whole enterprise, which is almost eaten up, if one may say so, by the service of the above loan.

A falling-off in the quantity of zinc ore produced by a French company is rather alarming. Export in 1892 was 20,104 tons, value 100,520*l.*, against 22,431 tons, value 112,155*l.*, exported in 1891.

Manganese iron ore is constantly increasing. Last year's export was 143,105 tons, value 85,863*l.*, against 88,294 tons, value 52,976*l.*, in 1891. Several calcinating furnaces have been erected at Dascalio mines for burning a portion of spathic manganese iron ore produced there to render it commerciable. At present four mines are at work yielding this quality of ore.

British carrying trade; import and export; foreign bottoms.

Our share in the whole trade of this district for imports and exports from and to the United Kingdom, as well as in the direct carrying trade is still holding its own since the mines were opened 25 years ago; but it is remarkable that for last year foreign bottoms have shared to rather a higher extent in imports and exports, both from and to the United Kingdom.

Direct trade in British shipping is represented by 31 vessels (32,870 tons) which entered with cargoes of a value of 74,318*l.*, against 37 vessels (39,235 tons), with a value of 112,941*l.*, or a difference of six vessels (7,635 tons) with a value of 38,623*l.* less than in 1891; whilst the whole amount of imports for last year was 111,960*l.*, thus sub-divided:—

Imports from—	Vessels.	Amount.	
		£	£
United Kingdom	British bottoms ..	74,318	
„	Norwegian bottoms	14,539	
			88,857
France	British „	3,777	
„	Greek „	5,880	
			9,657
Turkey	„ „	7,332	
„	French „	624	
			7,956
Germany	German „	..	5,470
Total	..	..	111,960

During the Durham colliery strikes of last year, fuel for the smelting works was so hard to obtain that there was some apprehension of the stoppage of the works, and the several companies had to send to Germany for fuel. Three cargoes of Hamburg coke were imported by the companies, which, although apparently cheaper and lighter, did not give entire satisfaction, as it was of an inferior quality and of a lower heating power than English coke.

In the direct export trade in British bottoms, although there is an increase in tonnage, nevertheless the value exported is proportionally lower than in 1891, 61 vessels (69,424 tons) have cleared with cargoes, mostly consisting of manganese iron ore and lead of a value of 209,915*l.*, against 18 vessels (22,783 tons) with a value of 188,043*l.*, or an increase of 43 vessels (46,641 tons) with a value of 21,872*l.* over the year 1891.

The excess in value is proportionally small, and this is due to the export of large quantities of manganese iron ore, whilst in 1891 exports in direct trade consisted of more valuable merchanise.

The total amount of exports for last year was 459,128*l.*, which is sub-divided as follows:—

Exports to—	Vessels.	Amount.	
		£	£
England	Foreign bottoms	209,915	
„	Norwegian bottoms	4,168	
„	Greek „	2,730	
„	Italian „	1,620	
			218,433
Other countries	British „	155,340	
„	Italian „	8,160	
„	Norwegian „	77,195	
			240,695
Total	..	..	459,128

Besides the amount above referred to there is the coasting trade, imports in live stock and other goods from several Grecian ports, of which it is impossible to give even an approximate value, the custom-house affording no means of gathering such information.

Norwegian shipping came of late much more in this port, owing to the low figure in freight charged, and it has been stated that a large Norwegian steamer was chartered in July last for a cargo of 4,280 tons of manganese iron ore for Newport, at 4*s.* 9*d.*, which has never hitherto been quoted for this port.

Agricultural progress.

Cultivation in vineyards and barley is most noticeable in this district, and vast extensions of covered soil, which was unworked, is now being brought into cultivation, which for years was allowed to run wild by neighbouring villages. The nature of the ground and the soil being admirably adapted for vineyards, &c., but the crops last year were bad and scarce owing to the vine disease, and the farmers and others, having hardly any means, are unable to check it, and even, if they had, are ignorant of the ways and means to eradicate it.

In the village of Kandja, one farmer has in the last few years erected a plant for a steam distillery, where all waste grapes are utilised in producing rum, cognac brandy, and other spirituous liquors. The enterprise, as far as it has gone, appears to have been successful and very lucrative. The produce of last year being about 170,000 gallons, valued at 700,000 dr., which finds a prompt and ready sale on the continent of Greece, and a great portion is exported in bottles for Turkey and Egypt.

VOLO.

This port seems to be holding its own compared with other years.

Some much needed rain has fallen, by which the young corn has greatly benefited; but the pastures, injured by the long drought in the autumn, are in a wretched condition, and many thousands

of sheep and lambs have perished from want of food and lack of proper shelter during the recent severe winter. The frost which registered from 8 centigrades to 18 centigrades has nearly ruined the market gardeners, and has destroyed a great many orange and lemon trees, and inflicted serious loss on private gardens.

Plague of field mice.

The field mice which threatened to be a real calamity have suddenly disappeared from some districts, and sensibly diminished in others. Here and there the villagers report having seen some dead ones, but this scarcely accounts for the vanishing of such multitudes. Every previous visitation of this pest has, however, been marked by a similar phenomenon.

Paper currency.

The gladly hailed increase in the value of paper currency lasted exactly 24 hours, during which there was a difference of $2\frac{1}{2}$ dr. in the 20 fr.-piece. It has now returned to $29\frac{1}{2}$ dr. The uncertainty and losses attendant on it have exercised a most injurious effect on the little business which previously existed, and has virtually become nil.

Earthquake shocks.

Lately several shocks of earthquake have been felt. These shocks appear to have been of variable strengths, and from west to east, the weather being perfectly fine, clear, and calm. There seems to have been no damage to life and property, but considerable panic was felt amongst the inhabitants, numbers of whom rushed into the streets, notwithstanding the early hour and sharp cold, snow having fallen rather heavily again on Pelion, and reaching nearly to the town.

Annex I.—Movements of Custom-houses during the Years 1890–91.

Ports.	1890.	1891.
	Drachmæ.	Drachmæ.
Syra	9,310,476	7,606 873
Piræus	7,909,410	7,749,132
Corfu	5,208,218	6,243,603
Patras	5,082,409	4,071,286
Zante	1,973,315	1,942,762
Cephalonia	967,717	1,716,724
Volo	584,842	708,810
Calamata..	469,047	501,972

Ships Entered at all Greek Ports

Year.	From—					
	Italy.	England.	Austria.	France.	Russia.	Holland.
1890	656,737	320 959	200,907	102,079	38,754	33,889
1891	489,674	385,615	212,754	238,845	65,991	34,925

MOVEMENTS of Shipping.

Year.	Piræus.	Syra.	Patras.	Corfu.
	Tons.	Tons.	Tons.	Tons.
In 1890..	980,396	425,128	109,896	532,986
Of which English ..	220,529	134,899	67,385	10,032
In 1891..	1,087,730	388,866	129,659	506,221
Of which English ..	159,310	133,050	86,743	19,330

Annex II.—IMPORTS and Exports in all Customs of Greece during the Years 1889–91.

From and to—	Value.		
	1889.	1890.	1891.
	Francs.	Francs.	Francs.
England..	131,903,725	142,462,687	185,580,450
France	89,993,896	65,959,358	78,128,357
Turkey	82,448,621	65,386,593	62,415,616
Russia	64,416,921	48,951,020	61,411,629
Austria	57,916,741	56,530,200	53,257,614
Italy	17,906,943	19,712,078	12,576,090
Germany	15,279,471	16,258,762	21,362,414
America	12,915,856	15,344,834	15,661,249
Egypt	7,169,614	7,241,223	2,453,216

Annex III.—TABLE showing Value of Imports and Exports during the Year 1891, at the Undermentioned Custom-houses.

Ports.	Value.
	Francs.
Athens and Piræus	144,670,362
Patras	90,434,753
Corfu	39,870,356
Syra..	37,879,635
Calamata	25,613,865
Volo..	19,163,089
Cephalonia	17,202,395
Zante	16,312,299

Annex IV.—RETURN of British Shipping at the Port of Piræus in the Year 1892.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.								Cleared.							
Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.	Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.			With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
92	4	96	100,213	8,744	108,957	2,121	£ Unknown.	5	2	7	7,276	3,886	11,162	177	£ In transit.

Indirect or Carrying Trade in British Vessels from and to other Countries.

Entered.								Cleared.							
Countries whence Arrived.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.	Countries to which Departed.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.				With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
								£									£
Russia	9	...	9	13,311	...	13,311	203		Turkey	11	39	50	13,586	42,734	56,320	1,095	
Belgium	6	...	6	6,891	...	6,891	139		Danubian ports ...	30	8	38	33,235	8,294	41,529	850	
France	5	...	5	5,431	...	5,431	112		Greece	2	6	8	2,477	8,300	10,777	183	
Turkey	3	...	3	4,998	...	4,998	81		Russia	4	7	11	4,296	8,270	12,566	243	
Batoum	1	...	1	500	...	500	19		Austria	3	...	3	4,268	...	4,268	64	
America	2	...	2	3,050	...	3,050	47		Italy	2	...	2	3,414	...	3,414	44	
Roumania ...	1	...	1	1,134	...	1,134	24		Holland	2	1	3	1,933	1,869	3,802	66	
Syra	...	1	1	...	557	557	60		Egypt	...	1	1	...	557	557	60	
Sulina	1	...	1	1,560	...	1,560	20		... ...	...	1	1	...	875	875	21	
									... ...	...	1	1	...	1,119	1,119	23	
Total... ...	28	1	29	36,875	557	37,432	705	...	Total	54	64	118	63,209	72,018	135,227	2,649	...

																	In transit.

NOTE.—The two steamships "James Drake" and "Arabian Prince," having been stranded, remained here repairing, and left on January, 1893, and "Sir Francis Drake," being wrecked, was abandoned.

Annex V.—Return of British Shipping at the Port of Volo for the Year 1892.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.								Cleared.							
Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.	Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.			With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
							£								£
13	...	13	14,549	...	14,549	310	26,173	1	...	1	758	...	758	20	4,000

Indirect or Carrying Trade in British Vessels from and to other Countries.

Entered.								Cleared.							
Countries whence Arrived.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.	Countries to which Departed.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.				With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
								£									£
Belgium		...	1	1,100	...	1,100	22	3,000	Greece	...	1	1	...	961	961	18	...
Italy	1	...	1	798	...	798	19	...	Spain	...	1	1	...	1,664	1,664	34	...
Turkey	3	...	3	3,145	...	3,145	75	...	Turkey	15	1	16	16,850	1,023	17,873	388	5,690
America	1	...	1	1,664	...	1,664	34	9,000									
Total	6	...	6	6,707	...	6,707	150	12,000	Total	15	3	18	16,850	3,648	20,498	440	5,690

Annex VI.—Return of British Shipping at the Ports of Ergasteria in the Year 1892.

Direct Trade in British Vessels from and to Great Britain.

Entered.								Cleared.							
Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.	Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.			With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
31	2	33	32,870	2,100	34,970	709	£ 74,318	61	...	61	69,424	...	69,424	1,343	£ 209,915

Indirect and Carrying Trade in British Vessels from and to other Countries.

Entered.								Cleared.							
Countries whence Arrived.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.	Countries to which Departed.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast	Total.				With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
								£									£
Italy	...	40	40	...	47,140	47,140	894	...	Belgium ...	14	...	14	16,983	...	16,983	313	76,799
Egypt	...	9	9	...	13,609	13,609	227	..	France	10	...	10	11,146	...	11,146	253	63,589
Greece	...	7	7	...	7,756	7,756	166	...	Holland ...	7	...	7	8,606	...	8,606	159	10,440
France	3	2	5	3,888	2,583	6,471	137	1,480	United States ...	2	...	2	3,635	...	3,635	57	4,512
Turkey	...	3	3	...	3,284	3,284	64	...	Russia	...	3	3	...	3,476	3,476	68	...
Austria-Hungary	...	1	1	...	1,457	1,457	23	...	Turkey ...	...	2	2	...	1,989	1,989	40	...
Germany	1	1	2	2,303	...	2,303	44	1,399	Spain	...	1	1	...	1,408	1,408	24	...
Bulgaria	...	1	1	...	1,411	1,411	31	...	Roumania ...	...	1	1	...	1,131	1,131	21	...
Belgium	1	...	1	867	...	867	18	898									
Total ...	5	64	69	7,058	77,240	84,298	1,604	3,777	Total ...	33	7	40	40,370	8,004	48,374	940	155,340

Note.—Steamship "Lady Iveagh," tonnage 1,470, crew 21, included in steamers entered will appear in next year's return as operating in export in January, 1893.

Annex VII.—Return of Trade in Foreign Bottoms during the Year 1892.

Imports.

Vessels.	Nationality.	Articles.	Quantity.	Value.
			Tons.	£ s.
Steamship "Sieglind"	German ...	Coke	1,113	1,446 18
,, "Tellus"	Norwegian ...	,, ...	2,243	2,915 18
,, "Cassious"	German ...	,, ...	3,095	4,023 10
,, "Sumatra"	Norwegian ...	Coke and coals	1,900	2,356 18
,, ,, ...	,, ...	,, ,, ...	1,862	2,268 0
,, ,, ...	,, ...	Coke, coals, and goods...	1 940	3,968 2
,, ,, ...	,, ...	,, ,, ,, ...	1,840	3,030 0
,, "Athenæ"	Greek ...	Goods	...	280 0
,, "Byzantion"	,, ...	,, ...	...	330 0
Panellinium Co.	,, ...	,, ...	...	2,220 0
Sailing vessel "Avenir"	French ...	Galena	156	624 0
Various Greek vessels	...	,, ...	1,818	7,352 0
Total	...	... ...	...	30,815 6

Exports.

Vessels.	Nationality.	Articles.	Quantity.	Value.
			Tons.	£
Steamship "Sumatra"	Norwegian ...	General cargo	2,700	18,900
,, ,, ...	,, ...	Zinc ore	2,500	12,500
,, ,, ...	,, ...	Galena and zinc ore ...	2,300	10,700
,, ,, ...	,, ..	Lead and zinc ore ...	2,250	19,750
,, "Athenæ"	Greek ..	Lead	502	7,530
,, "Byzantion"	,, ..	,, ...	521	7,815
,, "Arbutus"	Norwegian ...	Manganese iron ore ...	1,750	1,050
,, "Frogner"	,, ...	,, ,, ...	1,750	1,050
,, "H. Jarsberg" ..	,, ...	,, ,, ...	4,280	2,068
,, "C. Stathatos" ...	Greek ...	,, ,, ...	3,200	1,920
,, "Zakynthos"	,, ...	,, ,, ...	1,350	810
,, "Gotardo"	Italian ...	,, ,, ...	2,700	1,620
,, "Orizonte"	,, ...	Galena	490	1,960
,, ,, ...	,, ...	,, ...	700	2,800
,, "Alessandro"	,, ...	,, ...	400	1,640
,, "Paolo Bosseli" ...	,, ...	,, ...	440	1,760
Total	...	... ...	...	93,873

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1893.

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No. 1204.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

GREECE.

REPORT FOR THE YEAR 1892

ON THE

TRADE OF THE CYCLADES.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1051.

Presented to both Houses of Parliament by Command of Her Majesty, MAY, 1893.

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1201.	Stettin	4½d.
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Reference to previous Report, Annual Series No. 1051.

GREECE.

SYRA.

Consul Cottrell to the Earl of Rosebery.

My Lord, *Syra, April* 1, 1893.

I HAVE the honour to transmit to your Lordship the enclosed Report on the Trade and Commerce of the Cyclades during the Year 1892.

I have, &c.
(Signed) W. H. COTTRELL.

Report on the Trade and Commerce of the Cyclades for the Year 1892.

ABSTRACT of Contents.

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Trade and commerce	1
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Trade and Commerce.

Compared with the report of trade and commerce of this district for the year 1891, the return of imports shows the considerable decrease of 579,108*l.*, whilst the exports are slightly above those of the previous year by 4,009*l.*

This remarkable depression of trade evidenced by the steady decrease of imports for the last few years is, no doubt, to be attributed to the depreciation of the forced currency, which last year attained a ruinous proportion, and almost paralysed commercial dealings entirely. Commercial depression.

As a matter of fact the imports from the United Kingdom are actually 50 per cent. less than the preceding year.

The depression commenced in the beginning of the year 1884 with a severe financial crisis, which far from showing any signs of amelioration, has, up to the present day, been steadily involving further difficulties.

The total absence of commercial travellers helps to corroborate this fact.

European credit has also been impaired by this unprecedented financial distress, which was daily expected to result in something approaching general bankruptcy.

German agents.

Notwithstanding all this German agents in the country are ever keen and ready to secure any possible chance of business, irrespective of dimensions or character.

Exchange.

The average monthly rate of exchange in 1892 for bills at 3 months' date on London, in new Greek drachmas (paper currency), was as follows :—

Month.	Rate per 1*l.* Sterling.	
	From—	To—
	Dr. l.	Dr. l.
January	34 00	35 20
February	35 00	36 50
March	36 40	39 20
April	35 80	37 20
May	34 40	35 20
June	34 85	35 10
July	34 80	36 10
August	35 85	36 30
September	35 85	36 20
October	36 50	36 85
November	36 35	37 10
December	37 00	38 80

	Dr. l.
Mean rate for 1892	36 10
„ „ 1891	32 75
„ „ 1890	30 85

The ruling rates of exchange, as quoted above, renders manifest the prevailing check on the importation of goods into this port. During the month of March no business was done whatever, followed by very little since, and fears are entertained that several mercantile failures will ensue sooner or later.

Extension of credit.

Extension of credits at home and Europe in general are earnestly requested, in the hope of a favourable and early turn of the tide, which is now carrying everything before it towards ruin and collapse.

Increased prices.

This unsatisfactory state of affairs has materially affected the local provision markets and shops; the prices of meat, bread, coffee, sugar, and all other necessaries of daily life has risen to

such an extent that distress now exists among the poorer classes, and is particularly felt by those employés who are in receipt of fixed salaries and paid in paper money.

RETURN of the Principal Articles of Export from Syra during the Years 1891–92. Exports.

Articles.	Value.	
	1892.	1891.
	£	£
Tobacco	20,742	20,251
Emery-stone	3,450	10,056
Leather	14,222	2,758
Vallonea	4,819	10,000
Oil	486	1,537
Sponges	764	..
Cheese	2,010	838
Olives	163	..
Fresh vegetables	1,500	9,362
Citrons in brine	162	6,300
Wine	1,420	3,819
Rags and bones	515	1,568
Butter	180	..
Dry fish	1,973	..
Cereals	6,443	..
Gunpowder	6,299	..
Confectionery	2,811	..
Silk	1,680	..
Millstones	776	..
Other articles	5,316	5,233
Total	75,731	71,722

Except where otherwise stated the paper currency throughout this report has been converted into sterling at the rate of 25 dr. to the 1*l.*, or 1 dr. equals $9\frac{6}{10}d.$ This has been resorted to so as to draw comparisons of values with other years.

All the articles quoted above are the produce of the islands of the Cyclades, with the exception of tobacco, which is sent here from the mainland of Greece for shipment by steamers calling at this port.

As often mentioned in previous reports, the value of the foreign trade is only approximate owing to the difficulty in obtaining any reliable information from the customs here, as the particulars in detail are apparently reserved for their annual book of statistics, which is not published before June or July; however, every endeavour has been exerted to make the data given as accurate as possible. Difficulty in obtaining reliable information.

Another hindrance in obtaining the true value of exports is due to transhipment taking place from small craft, which arrive from the outlying islands, on to the steamer direct, to avoid

expense; and consequently the values of articles thus exported do not figure in the custom-house returns.

Market prices on articles of export.

The following table of market prices of the principal articles of export shows a striking decrease in the current value of emery-stone, vallonea, and citrons in brine, hence so little exported last year:—

Articles.		Prices.								
		1892.						1891.		
		From—			To—			From—		To—
		£	s.	d.	£	s.	d.	£ s. d.		£ s. d.
Leather (Syra manufacture) ...	Per cwt. ...	5	0	0	5	15	0	4 18 0		5 10 0
Tobacco, in leaf	,, ...	1	18	0	3	15	0	1 17 0		3 13 0
Citrons, in brine	,, ...	0	10	0	0	15	0	1 7 0		1 10 6
Vallonea	Per ton ...	9	10	0	10	12	0	13 8 0		14 13 0
Emery-stone	,, ...	3	0	0	5	0	0	10 0 0		12 0 0
Olive oil	Per gallon	0	4	0	0	5	0	0 2 6		0 2 9
Wine...	,, ...	0	1	0	0	1	6	0 0 11½		0 1 2

Trade in fresh vegetables also suffered by the high prices of everything.

The item "other articles" in the table of exports comprises chiefly merchandise, which, although exported from Syra, is the produce of other countries than Greece, and has paid import duty.

RETURN of the Principal Articles of Import to Syra during the Years 1891–92. Imports.

Articles.	Value.	
	1892.	1891.
	£	£
Manufactures	159,898	410,875
Hides	65,476	143,174
Grain and pulse	38,664	139,610
Yarns	12,320	42,533
Lumber	10,992	39,820
Salted fish	16,841	34,925
Rice	8,979	25,639
Iron	5,073	25,631
Coal	57,600	23,504
Glassware	796	21,158
Sugar	7,733	18,093
Livestock	4,243	15,731
Copper	4,294	15,693
Coffee	8,470	12,124
Ready-made clothes	10,645	12,620
Hats	1,090	10,630
Caviare	5,311	10,061
Butter	3,753	9,685
Paper	5,485	9,599
Tannins	15,832	8,739
Rope	329	6,920
Gunpowder	669	6,292
Spices	1,005	5,125
Cheese	2,819	2,514
Cigars	56	..
Tobacco (leaf)	2,500	..
Wine, beer, and spirits	893	..
Oils	4,344	..
Dyes	1,534	..
Other articles	83,463	69,520
Total	541,107	1,120,215

The figures in the above table speak for themselves of the significant decrease in foreign trade.

A large proportion of imports is re-shipped to the neighbouring islands and the mainland.

The average ruling prices of certain goods imported, compared with those of the previous year, were as follows:— Market prices on articles of import.

Articles.		Prices.					
		1892.			1891.		
		From—		To—	From—		To—
		£ s. d.		£ s. d.	£ s. d.		£ s. d.
Wheat	Per cwt. ...	0 8 0		0 8 6	0 7 10		0 9 3
Barley	,, ...	0 4 0		0 4 6	0 5 10		0 6 1
Sugar	,, ...	0 19 6		1 5 0	0 18 4		1 0 0
Coffee	,, ...	4 0 0		4 10 0	3 15 9		4 8 0
Rice	,, ...	0 10 0		0 14 0	0 11 0		0 12 8
Rum	Per gallon	0 1 9		0 2 6	0 1 6		0 1 8
Herrings	Per barrel	0 10 0		1 0 0	0 15 3		1 1 6
Codfish	Per cwt. ...	1 2 0		1 5 0	1 1 6		1 4 6
Hides, wet	,, ...	2 0 0		2 10 0	1 19 0		2 9 0
,, dry	,, ...	1 10 0		2 0 0	3 1 0		3 13 6
Coal, Welsh	Per ton ...	0 15 0		0 18 0	1 1 6		1 3 3
Iron, pig	Per cwt. ...	0 4 6		0 5 0	0 4 6		0 5 0
,, bar	,, ...	0 9 0		0 10 0	0 9 0		0 10 0
,, sheet	,, ...	0 10 6		0 12 0	0 10 6		0 12 0
Steel	,, ...	0 18 0		0 19 0	0 17 0		0 18 0
Gunpowder...	Per barrel	0 9 0		0 9 3	0 8 10		0 9 2
Grey T-cloths	Per 24 yrds.	0 6 0		0 7 0	0 6 0		0 8 6
Cotton prints	Per yard ...	0 0 4½		0 0 5	0 0 4		0 0 4½
Madapolams	Per 38 yrds.	0 8 0		0 12 0	0 8 0		0 12 0
Cotton water twist	Per 10 lbs.	0 7 0		0 8 0	0 9 0		0 10 0

Value of imports and exports.

TABLE showing the Total Value of all Articles Exported from Syra and Imported to Syra, to and from Foreign Countries during the Years 1891–92.

Country.	Exports.		Imports.	
	1892.	1891.	1892.	1891.
	£	£	£	£
Great Britain	3,927	29,609	246,235	638,925
Turkey	57,037	30,917	71,214	127,121
Egypt	143	377	785	2,904
Germany	1,153	..	33,088	1,655
Russia	4,289	219	37,805	114,948
Holland	..	1,899	234	13,682
Roumania	511	328	2,628	8,510
Austria	742	1,838	48,829	73,125
Cyprus	4,360	3,365	..	1,130
France	3,484	3,110	93,807	120,510
Italy	..	60	6,482	14,013
America	..	..	..	3,692
Africa	23	..	..	..
Japan	62	..	..	..
Total	75,731	71,722	541,107	1,120,215

Imports from Great Britain.

As already stated, the total value last year was less by more than half that of 1891, consisting chiefly of the following :—

Articles.	Value.
	£
Manufactures	79,723
Coal	57,600
Yarns and threads of all sorts	33,120
Naphtha, turpentine, and other oleo-resins	16,000
Salted and dried fish	10,895
Solder	9,634
Chemicals in general	8,130
Iron (wrought and unwrought)	4,000
Copper, brass, zinc, and steel	4,604
Rice	4,510
Varnish	4,047
Sack and sail cloths	2,854
Sugar	2,259
Cochineal, dyes, and oil paints	1,868
Coffee	1,610
Fire-arms and cutlery	1,040
Pitch and tar	803
Gunpowder	489
Hides (wet and dry)	290
Earthenware, glassware, and glass panes ..	1,296
Other articles	1,463
Total	246,235

This is a Government monopoly, and one of the prominent articles in daily use, which made itself felt by running up to such an exorbitant price, viz., 17*s.* the case, which in 1891 was 14*s.* the case, and in 1888 only 5*s.* the case. **Petroleum.**

The importation of coal, which was cheaper last year, exceeded 1891 by 34,096*l.* All the coal comes from England. **Coal.**

The receipts at the custom-house and the municipal dues during the year 1892 were respectively 2,618,248 dr. and 283,860 dr., which, at 36 dr. 10 l. to the 1*l.*, represents 72,527*l.* and 7,863*l.*, or 8 per cent. less than the receipts of the previous year. **Custom-house receipts.**

Shipping and Navigation.

RETURN of all Shipping at the Port of Syra during the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	149	141,733	149	141,733
Greek	1,654	51,334	914	296,829	2,568	348,163
French	...	...	94	105,580	94	105,580
Turkish	171	4,838	147	74,180	318	79,018
Austrian	3	386	52	56,623	55	57,009
German	...	...	24	28,864	24	28,864
Russian	1	104	1	2,200	2	2,304
Samiot	15	404	...	...	15	404
Dutch	...	...	1	793	1	793
Total	1,844	57,066	1,318	706,802	3,226	763,868
„ for 1891 ...	2,527	68,402	1,295	919,160	3,822	987,562
„ 1890 ...	2,773	73,974	1,311	965,255	4,084	1,039,229

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	149	141,733	149	141,733
Greek	1,705	57,591	898	322,181	2,603	379,772
French	...	...	94	105,580	94	105,580
Turkish	157	4,818	147	74,180	304	78,998
Austrian	3	386	52	56,623	55	57,009
German	...	...	24	28,864	24	28,864
Russian	1	104	1	2,200	2	2,304
Samiot	15	404	...	...	15	404
Dutch	...	...	1	793	1	793
Total	1,881	63,303	1,366	732,154	3,247	795,457
,, for 1891 ...	2,549	70,258	1,291	915,882	3,840	986,140
,, 1890 ...	2,798	75,810	1,309	962,838	4,107	1,038,648

RETURN of British Vessels which entered and cleared the Port of Syra during the Year 1892.

ENTERED.

Trade.	Number of Vessels.	Tons.	Crews.
Direct	97	123,505	3,186
Indirect	52	18,228	1,297
Total	149	141,733	4,483
,, 1891	153	149 788	4,598
,, 1890	158	163,354	4,623

CLEARED.

Trade.	Number of Vessels.	Tons.	Crews.
Direct	39	34,360	1,261
Indirect	110	107,373	3,222
Total	149	141,733	4,483
,, 1891	152	149,619	4,586
,, 1890	158	163,354	4,623

Direct trade.

Of the 97 vessels entered with cargoes from Great Britain and the colonies 75 were steamers, which arrived here with general merchandise from London, Liverpool, and Malta, and which, after discharging a portion of their cargo destined for this place, proceeded to other ports; 12 were steamers, which arrived from Cardiff and Newport laden with coal; one came from Rangoon with a cargo of rice; 4 were steamers belonging to the Eastern Telegraph Company, employed in the submarine cable operations in the Levant, and 5 came in ballast on their way to Naxos and Seriphos to load emery-stone and iron ore respectively.

Of the 39 steamers cleared, 24 were steamers which, although proceeding to Russian and Turkish ports of discharge in order to complete their outward voyage, shipped cargoes for Great Britain; 2 were steamers belonging to the Eastern Telegraph Company, and the remaining 13 left in ballast. Indirect trade.

Of the 52 steamers which entered, 45 were small trading boats plying regularly between Smyrna, Syra, and the coast of Asia Minor; 6 were telegraph ships, and one came from Odessa laden with cattle.

Of the 110 steamers which cleared, 45 were small coasting boats; 46 were steamers from the United Kingdom and other places which left for Turkish and Russian ports without shipping any cargo; 12 left in ballast after discharging their cargoes of coal; 6 telegraph ships, and 1 in ballast after discharging cattle.

No British sailing vessels entered or cleared the port of Syra during the year 1892.

RETURN of Wooden Sailing Ships built at Syra during the Year 1892. Wooden vessels built at Syra.

	Number.	Tonnage.	Value.
			£
Under 100 tons..	19	5,908	59,080
Above „	14	465	4,650
Total	33	6,373	63,730
„ 1891	47	8,322	67,689
„ 1890	61	8,673	73,640

Of British steamship companies, the Cunard, Leyland, Moss, Papaganni call alternately every 6 days at this port, with general cargoes and passengers from the United Kingdom; and on their outward voyage call generally at Gibraltar and Malta, and occasionally Algiers. After discharging their cargoes these steamers proceed to Smyrna, thence to Constantinople, Odessa, Alexandria, Malta, and Liverpool. Regular lines of steamers. British.

Nearly all the imports of British merchandise for the Cyclades come by these lines, with Syra as the distributing centre.

The "Messageries Maritimes" have a steamer from London and Marseilles, touching here once a fortnight, with general cargoes and passengers, proceeding to Constantinople. During the year 1892 they brought 585 tons of cargo from Great Britain, consisting chiefly in iron, rice, coffee, and hides. French.

The "Fraissinet" arrived here from Marseilles, Genoa, Piræus, and proceed to Smyrna, Meteline, Salonica, and Constantinople every week. They return without touching at Syra.

The "Lloyd" steamers call every fortnight on their way to Smyrna, touching at the intermediate ports of Fiume, Corfu, Patras, Zante, Crete, Syra, and Piræus, and return calling at the same designated ports. Austrian.

German. The "Deutsche Levante Linie" steamers call at Syra more or less regularly every fortnight on their way from Hamburg to Smyrna and Constantinople.

Turkish. The "Courdgi" steamers call twice a week regularly between Piræus, Smyrna, and the Islands of the Cyclades.

British coasting vessels. Of British coasting vessels, the steamers of Bell's Asia Minor Steamship Company, which used to ply regularly between Smyrna and the Syrian Coast, have ceased to make Syra a port of call since last November.

The steamship "Semiramis," owned by Joly, Victora and Company, of Smyrna, now performs that voyage, touching at this port once and sometimes twice a week. The "Semiramis" was run down whilst anchored in this port by the Greek steamship "Eptanisos," in September, 1891, and was afterwards raised by a Maltese firm of Constantinople at a cost of 2,500*l.*

The "Eptanisos" was in her turn also run down by another Greek steamer about the same month, and was raised by the "Berger Wilhelm," of the Hamburg Salvage Company, in November, 1891.

Greek companies. There are four companies with steamers plying regularly between Piræus, Smyrna, and the Islands of the Cyclades.

Pilotage. The fee for pilotage in and out of the harbour is 1*l.*, but not compulsory. For a stranger it is advisable to take a pilot if the harbour is full. The anchorage near the lazaretto is not good holding ground.

Coaling. The facilities for coaling at Syra compare very favourably with other ports in Greece; coal is brought alongside in lighters, and if the bunkers are easy of access an average of 80 tons to 90 tons per hour is put aboard.

Water. Not good, as it contains a heavy percentage of lime, and costs 4*s.* per ton.

Quarantine. The regulations are very strict, particularly in time of cholera or other infectious diseases. Masters of vessels are warned by the local authorities that they must conform strictly to the quarantine regulations in force, and thereby avoid possible inconvenience and difficulties.

Vessels arriving from infected ports are required to heave to about 1 mile off the harbour with quarantine flag flying at the fore, when a boat will go off indicating where she is to perform the quarantine in force, according to circumstances.

The cholera lazaretto for the port of Syra is at the Island of Delos, 12 miles to the north-east of Syra, near the Island of Mykonos.

Quarantine dues. The quarantine dues are as follows:—

One lepta per register ton per diem; doctor's fee, 6 dr.; health guardian, 1 dr. 50 l. per day and keep.

Harbour. The harbour of Syra is protected by a breakwater 250 metres long, under lee of which steamers should always endeavour to anchor if a berth is available, as the prevailing wind is northerly; and quicker despatch is thereby ensured.

Shelter. During heavy gales from north and north-east, vessels of all

descriptions will find excellent shelter under the lee of Gaidaro Lighthouse Island.

Population and Industries.

There are seven important tanneries and several smaller ones at Syra, altogether employing about 1,200 men. **Leather manufacture.**

The hides come from America, Hamburg, Havre, Marseilles, and Genoa. A smaller quantity comes also from Egypt, Turkey, and Russia.

Several qualities of leather are manufactured at Syra, the prices of which vary from 2*s.* 3*d.* to 3*s.* 6*d.* per oke.*

The annual produce is about 1,000,000 okes, but in case of demand 1,500,000 okes can be manufactured.

Two-thirds of the production are consumed throughout the country, and the rest is sent to Turkey.

This industry has lately diminished, since the establishment of tanneries in other parts of Greece; and since the expiration of the commercial treaty between Greece and Roumania, to which country alone an annual produce estimated at 40,000*l.* was hitherto exported.

In the glassworks 80 men are employed, and machinery developing 10 horse-power. Several articles such as carafes, lamps, goblets, fruit plates, tumblers, glasses, &c., are manufactured and sold in the Cyclades and the Peloponnesus. **Glass manufacture.**

The sand for manufacturing the glass comes from Fontainebleau and Hamburg. The moulds are of French make.

This industry is very prosperous and with satisfactory profits.

A manufactory of cotton fabrics, employing 70 hands and English machinery of 10 horse-power. The stuffs are coarse but strong, and used only by the poorer classes. **Cotton fabrics.**

Annual output 6,500*l.*

About 130 hands are employed in making threads, and a machine of 30 horse-power. The raw cotton comes from England. Annual produce valued at about 5,000*l.* **Thread making.**

This industry has also sensibly decreased since the establishment of similar works at Piræus and Athens.

The only steam hosiery works in this part of the world are established here; 60 girls are employed who work from daylight to dark all the year round. The weekly wages average from 3*s.* to 3*s.* 6*d.* per head. **Hosiery.**

The engine in use (6 horse-power) drives eight circular knitting machines, also a number of seaming, stitching, sewing and fancy trimming machines, besides a steam ironing press, and all necessary machinery for making and finishing knitted undervests. All the above machinery was brought from England. The wool comes from Leicester and Huddersfield, and the finished goods find a ready sale in the Greek markets. The output of this establishment is from 15 dozen to 20 dozen shirts per diem., but if required no less than 60 dozen can be produced.

* The oke is equal to 2·8 lbs.

Lead shot. About 150,000 kilos. of shot are made annually, of which two-thirds go to Turkey. The lead comes from the mines of Laurium. The shot is inferior to that of Piræus make.

Distilleries. Four in all, worked on the Egrot system. Three qualities of alcohol is produced, mastic is the principal liquor, which is consumed in the country, and not made for exportation. An aggregate of 100,000 okes of spirits are produced annually.

The Government tax varies between 1 dr. and 4 dr. per oke per annum, regulated by the working, whether intermittent or continuous.

Potteries. The clay used is from Syra and surrounding islands. About 17,000*l.* worth of various utensils turned out each year, and the greater portion shipped to Turkey.

Kerchiefs. Painted by hand on muslin imported from England by women-workers who number about 800, and sent for sale to bazaars in Turkey.

Flour-mills. There are six large mills, employing 150 men, and 6 machines, representing a total of 260 horse-power.

The wheat comes from the Black Sea and the Danube. The flour is not exported, but sold in the Greek markets.

Furniture making. This is a branch of industry deserving mention. There are many establishments in Syra employing a considerable number of carpenters, joiners, and polishers, who turn out some very creditable work. Walnut is the class of wood almost exclusively used, and the price of it varies from 13 dr. to 15 dr. the square metre, 5 centims. in thickness.

Confectionery. The manufacture of the celebrated Syra "Rahat Loukoums" (Turkish delight), which was formerly doing a very flourishing trade, has recently decreased considerably, owing, no doubt, to the high prices charged and dearth of the materials employed.

About 12 factories are actually at work, employing an aggregate of 120 men. The kind which is flavoured with essences of pistachio, chocolate, citron, banana, and the like, is by far superior to that made at Constantinople or elsewhere in the Levant, and, curiously enough, its excellence is attributed to the water of the island.

About 500,000 okes are annually produced, representing the estimated value of 40,000*l.* The greater portion of this produce is consumed throughout Greece, and very little is exported.

About 300,000 okes of comfits are also annually manufactured at the same establishments, valued at 36,000*l.*

Vitality statistics Deaths, 18·03 per 1,000; births, 21·64 per 1,000; on estimated population of 30,570.

Islands of the Cyclades.

Milo.

Mineral resources. The mineral resources of this island are very important, consisting principally of sulphur, manganese ore, gypsum, and argentiferous barytes.

Sulphur.

The quality, extracted in powder, is by far superior to that derived from Sicily (roll sulphur), which is imported into Greece. It is wholly sent to the Peloponnesus, where it is used chiefly in the treatment of the vines, against the oïdium. The annual output is 2,000 tons.

Manganese ore.

This exploitation is very important. About 12,000 tons are annually exported to England and America, and from 3,000 tons to 4,000 tons to the Laurium smelteries.

Gypsum.

Though this mineral occurs in abundant and thick beds, chiefly associated with sulphur, the quantity disposed of is very limited, owing to the high price (6 dr. per quintal, or 44 okes) demanded by the Government, who reserve the rights of this and other exploitations in this island.

The average annual extraction of gypsum is 220 tons, valued at 667*l.* It is extensively used in the preparation of new wines.

Argentiferous barytes.

The exploitation of this rich mineral has not yet been taken in hand; but, according to a report recently issued, the results of the inquiries which were instituted by the Government, at a cost of 37,000 dr., exceeded the highest anticipations.

The ores occur in different parts of the island, viz., Triades, Mirobilia, Pelonisi, Pikrodoun, Kastanàs, Bani, and Klîma, but they are not all of the same importance.

The masses of barytes have been estimated over 10,000,000 tons, and it is said the mineral contains, at different localities, a proportion of silver varying from 10 oz. to 350 oz. per ton.

It is to be hoped that the working of these mines which now constitute the principal mineral wealth of the island, will ere long be commenced by expert hands.

Salt pans.

The salt pans are 10 in number, and a Government monopoly. About 150,000 okes of salt are yearly produced, exclusively obtained by evaporation from sea-water.

Millstones.

Though the millstones are of a very good quality, their use is very limited (chiefly in Greece, Turkey, Dalmatia, and Cyprus), owing to the little development of the industry. The value of the stones up to last year amounted to some 50,000 dr. annually. The quarries, however, from which the stones have hitherto been obtained are now nearly exhausted.

Paros.

Marble quarries.

The ancient quarries from which the celebrated statuary marble was obtained, and which were reopened by a Belgian company in 1880, have been abandoned altogether; and nothing remains of that enterprise but a few desolate buildings, the remains of a tramway, and a 25-ton steam crane, which was used at the harbour of Parikhia for lowering the marble blocks.

Naxos.

Citrons in brine.

During the year 1892, 150 tons of citrons in brine were exported from Naxos, 120 of which were sent to England, the rest to Italy, estimated at 5,250*l.*, or 35*l.* per ton.

Last year's decrease is probably due to the keen competition of foreign dealers in this article, and selling certain Cretan citrons as Naxos produce.

Emery-stone.

1,562 tons of emery-stone, valued at 8*l.* per ton, were shipped to Dunkirk from Naxos during the months of November and December, 1892. Average rate for cargoes of emery-stone is about 12*s.* per ton.

As a rule ships only call at Naxos during the winter, when the Black Sea trade is stopped by the ports being blocked with ice.

Seriphos.

Iron ore.

The mineral exploitation of this island has recently been proceeding under very flourishing conditions; the large deposits of iron are (hæmatite and magnetic oxide) being worked in open quarries.

During the year 1892, 134,500 tons of ore, valued at 233,500*l.*, were exported, 30,523 tons being sent to Great Britain, 32,180 tons to Rotterdam, 32,687 tons to France, and 39,110 tons to Philadelphia.

124,390 tons were exclusively shipped by British steamers.

The number of steamers which entered and cleared the port of Seriphos laden with the above mineral were as follows :—

Nationality.	Number.	Total Net Tonnage.
British	49	..
Dutch	3	..
Norwegian	3	..
German	1	..
Greek	1	..
Total	57	69,590

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1202.	Swatow	1d.
1203.	Charleston	2½d.
1204.	Syra	1d.
1205.	New Orleans	2½d.
1206.	Suakin	1½d.
1207.	Caracas	1d.
1208.	Somali Coast	1d.
1209.	Nantes	1d.
1210.	Tahiti	2d.
1211.	Ichang	3½d.
1212.	Wênchow	1d.
1213.	Havana	2d.
1214.	Cagliari	1d.
1215.	Old Calabar	½d.
1216.	Foochow	1d.
1217.	Wuhu	1d.
1218.	Vera Cruz	1½d.
1219.	San José	1d.
1220.	Antwerp	1d.
1221.	Mogador	2½d.
1222.	Berlin	1½d.
1223.	Rome	1d.
1224.	Constantinople	6½d.
1225.	Barcelona	2½d.
1226.	Madeira	5½d.
1227.	Söul	1½d.
1228.	Chinkiang	1d.
1229.	Newchwang	1d.
1230.	Chungking	1½d.
1221.	Hankow	1d.
1232.	Odessa	2d.
1233.	Chicago	3d.
1234.	Taganrog	2½d.
1235.	Ningpo	1d.
1236.	Mannheim	1d.
1237.	Dunkirk	1d.
1238.	Macao and Timor	1d.
1239.	Madrid	½d.
1240.	Port-au-Prince	2d.
1241.	Frankfort	3d.
1242.	Erzeroum	1d.
1243.	Palermo	3½d.
1244.	Naples	1d.

No. 1245.

Reference to previous Report, Annual Series No. 1096.

GUATEMALA.

GUATEMALA.

Mr. Gosling to the Earl of Rosebery.

My Lord, *Guatemala, April* 30, 1893.

I HAVE the honour to transmit, herewith, to your Lordship an interesting Report on the Finances, Commerce, and Industries of this Republic for the year 1892, which has been drawn up with much care by Mr. Acting-Consul Oliver.

The falling-off in British imports to Guatemala is, in the opinion of merchants here, due principally to the state of the silver market, to the high premium on gold, and to the consequent high rates for drafts on London, which, as your Lordship wil observe, have risen nearly 50 per cent.

The rapid development of the United States trade with these markets is undoubtedly the result of the reciprocal commercial arrangement concluded between that Republic and Guatemala last year.

I have, &c.
(Signed) AUDLEY GOSLING.

Acting-Consul Oliver to Mr. Gosling.

Sir, *Guatemala, April* 28, 1893.

I HAVE the honour to transmit to you, herewith, the Report which I have drawn up on the Commerce, Finance, and Industries of Guatemala, based on Official Statistics, for the past year, 1892.

I regret not having been able earlier to furnish the Report, as the Government Statistics were only issued on the 15th of this month.

I have, &c.
(Signed) FRANCIS A. OLIVER.

Report on the Finances, Commerce, and Industries of Guatemala for the Year 1892.

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National finance. Depreciation of silver.

Pending the result of the Brussels conferences the Government abstain from taking any steps towards a settlement of the silver question. Not sufficient time has yet elapsed, nor is the Government well enough informed, to estimate the disastrous effects of the depreciation of silver on the import trade.

During the past 2 years the exchange has fallen nearly 50 per cent., the premium on gold at present being 68 per cent., *i.e.*, 8 dol. 40 c. to the 1*l*. In January, 1892, it was 30 per cent., and rose to 70 per cent. in October. to fall again at the end of the year to 64 per cent.

Rise in public securities.

Since the present Administration in March, 1892, the state of public finance has materially improved. Bonds that were quoted at 30 per cent. have risen to 85 per cent., and shares in the External Debt have risen in proportion.

Punctual payment of service on English debt.

The service on the English Debt has been punctually paid.

The budget for 1892 was as follows:—

Table A.—Budget for the Year 1892.

Budget for 1892.

Revenue.

Description.	Amount.
	£
Liquors and licenced victuallers	384,703
Import duties	428,455
Export „	122,796
Reshipment	60
Stamped paper, &c.	19,260
Registration of account books	1,052
Taxes on Immobilia	39,749
Military exemptions	2,510
Road tax	11,773
Cattle „	10,974
Flour and salt tax	6,294
Heritage and donations	2,723
Sale and exchange of Immobilia	13,860
Fines, confiscations, and extraordinary entries	7,627
Government lands	2,327
Pawnbrokers	1,496
Post and telegraphs	26,523
Deficit	127,740
Total	1,209,922

Expenditure.

Description.	Amount.
	£
Ministry of Finance	61,406
„ War	281,006
„ Fomento (public works, &c.)	84,754
„ Local Government and Justice	149,892
„ Public Instruction	141,249
„ Foreign Affairs	32,248
Superannuation pensions	29,598
Various creditors	96,666
Municipalities	4,106
Hospitals and almshouses	3,303
Committee of the Public Debt	5,326
Loans	228,252
Destruction of Treasury notes	3,970
Northern Railway	14,312
Bills receivable	5,164
„ payable	648
Interests and discounts	969
Faculties (medical, &c.)	1,786
Sundries	64,267
Total	1,209,922

Considerable reforms have been effected during the past year to minimise smuggling. Smuggling.

Labour question.

In many parts of the country great loss is incurred owing to the difficulty in obtaining labour. Most of the more flourishing plantations have, at least, hitherto, received more or less indirect assistance from the Government. A notable example of this iniquitous system has lately come under public notice in the case of the late Minister for War, who, now that his party are no longer in power, has been obliged to put his estates up for sale on account of the impossibility of working them without help from the authorities.

Gilbert Islanders.

On some plantations, to meet these increasing difficulties, South Sea Islanders have been imported, but owing to difference of climate, food, language, and perhaps more especially because their employers have no experience in dealing with these people, the venture has not proved successful.

Coolie labour.

On the other hand, a comparatively small number of coolies have been brought from Jamaica by an American firm of coffee planters, and are found to do extremely well. This is the first time foreign labour has been managed with success, and may indicate the direction in which to look for a possible solution of the problem.

Public works. The Northern Railway.

In June, 1892, the Government concluded a contract with an American engineer for the building of the first section of the railway from the capital to the Atlantic coast, and the work is said to be in the course of satisfactory progress. To meet the expenses of this enterprise it is proposed to issue, under the guarantee of the State, bonds to the amount of 10,000,000 dol. Various taxes will be levied, 10 per cent. will be deducted from the pay of the military and civil servants, and 7 per cent. will be added to the duties on imports. For the payment of the interest on the money borrowed, during the first 5 years the revenue derived from various products will be set apart.

This policy is calculated to create much discontent, and though not likely to ever cause serious trouble, bids fair, at any rate, to wreck the prospect of accomplishing the work without external aid.

Great expectations are entertained with regard to the benefit the country will derive from this communication with the Atlantic, for it is fully recognised by natives and foreigners alike how impossible it is for the country to develop in proportion to its natural wealth and resources under existing circumstances. Something may be learnt of the present helpless condition of the country from the fact that the company owning the railway from the capital to the Pacific coast, far from dreading approaching competition, contemplate reducing their rates by one-half, and still to make a good profit.

Submarine telegraphic cable to Mexico.

A contract has been entered into between the Government and an American company to connect the Pacific ports of Guatemala by submarine cable with Mexico, and thus render the Republic independent of Salvador.

Water supply in the capital.

The water supply to the capital is of the most inferior order. No improvements have been made since the Spaniards built the

existing aqueducts when the city first came into existence. Water for drinking purposes is brought in barrels from springs outside the town, and is sold from door to door.

Trade with Great Britain.

With regard to the British import trade the Minister for Hacienda, in his annual report, remarks that:—

"Comparing the imports from the principal countries, it appears that the merchandise that pays the heaviest duties and has the greatest value is imported from England."

The British imports amounted to—

Year.	Amount.
	£
1891..	229,674
1892..	101,611

Thus showing a decrease of 128,063*l.* There is little doubt that the depreciation of silver has been one of the main causes of this falling-off; but it is equally clear that German and American manufactures have taken a stronger hold upon the Guatemala market, and the only course open to British merchants desirous of competing with these countries is to supply the class and style of goods that suit the native taste. It is the versatility of the German and American in this respect that enables them to obtain a more ready sale for their goods than the British manufacturer.

Imports and exports.

Table B shows the amount of the imports and exports in 1892:—

TABLE B.

Country.	Amount.	
	Imports.	Exports.
	£	£
England	101,611	272,496
Belize	15,311	..
Spain	13,637	..
France	101,897	117,143
Belgium	2,769	..
Switzerland..	6,591	..
Germany	121,157	767,286
Italy..	1,858	1,506
China	3,693	..
United States	229,387	623,496
Austria	..	10,639
South America	121,144	16,325
Central America	16,345	49,748
Mexico	2,896	..
Total	738,296	1,858,639

NOTE.—The duties on the above imports and exports amounted to 423,095*l.* and 122,795*l.* respectively.

Table C.—Classification of Goods Imported, contained in 724,747 Packages Registered in the Customs of the Republic in the Year 1892.

Articles.	England.	Spain.	France.	Belgium.	Switzerland.	Germany.	Italy.	China.	U.S. of America.	South America.	Central America.	Mexico.	Belize.	Total.	Duties.
	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
Oils	281	505	2,968	...	...	1,198	886	...	671	2	10	...	194	6,715	2,720
Spirits	1,850	1,521	5,244	...	...	1,524	31	...	4,587	29	...	216	2,612	17,614	17,347
Barbed wire	2,384	...	...	...	...	2,389	...	...	2,584	...	...	...	334	7,691	Free
Cotton thread	3,249	...	1,189	...	...	1,119	...	...	116	...	153	...	152	5,978	3,365
,, in piece	31,099	...	18,154	260	...	26,231	9,639	...	15,877	187	...	311	4,946	106,704	89,561
Firearms, &c.	1,076	...	438	103	...	862	...	...	1,621	...	...	...	53	4,153	3,274
Carpets and mats	619	...	440	...	...	616	...	...	406	...	...	...	...	2,081	1,607
Jewels	597	...	6,434	...	5,536	1,442	426	...	733	290	...	...	...	15,458	1,773
Fancy articles	1,475	...	5,449	...	...	1,122	339	325	364	...	...	...	...	9,074	7,837
Rice	...	...	...	...	...	...	...	...	4,398	...	...	...	...	4,398	Free
Manures	...	...	...	...	...	...	...	...	60	123	...	...	...	183	,,
Starch	...	...	...	...	...	...	...	...	...	...	181	...	...	181	Free
Sugar	...	...	...	...	...	29	...	...	71	...	5,025	...	441	5,566	482
Billiard tables, &c.	...	...	111	...	...	...	...	...	124	...	...	...	...	235	203
Balsam	...	...	...	...	...	...	...	...	...	...	18	...	...	18	Free
Boots and shoes	...	...	563	...	...	301	...	...	336	...	...	...	...	1,200	1,120
Cinnamon and spices	1,518	181	...	...	...	627	135	...	1,721	...	...	...	63	4,245	3,163
Carts	189	...	17	...	...	...	...	...	782	...	...	...	...	988	114
Carriages	183	...	566	...	...	351	...	...	1,254	...	...	...	...	2,354	1,919
Barley	...	...	...	...	...	...	...	...	2,418	...	...	...	...	2,418	Free
Cement	5	...	...	...	...	62	...	...	907	...	...	...	113	1,087	,,
Beer	1,113	1,430	659	...	...	3,689	...	...	3,366	45	...	...	859	11,161	9,219
Preserves	2,981	...	3,081	...	...	3,693	1,673	...	5,836	9	7	668	358	18,311	19,489
Rockets	...	...	...	...	...	21	...	...	551	...	...	...	...	572	514
Cocoa	...	...	...	...	...	...	...	...	...	490	146	...	...	636	338
Coal	...	...	...	...	...	...	...	...	344	...	...	...	...	344	Free
Wrought copper	67	...	15	...	...	524	...	...	439	...	...	...	22	1,067	1,229
Corks, labels, &c.	...	8	28	...	...	216	2	...	241	...	...	...	...	495	411
Drugs, &c.	3,635	...	4,815	...	...	3,268	...	...	8,137	...	...	...	498	20,153	14,602
Dynamite	...	...	...	...	...	...	...	...	122	...	...	...	...	122	14
Photographic instruments	...	...	30	...	...	260	...	...	458	...	...	...	...	748	496
Haberdashery	137	...	...	22	...	189	...	...	229	...	21	...	318	916	865
Toys	112	...	430	33	...	557	...	...	185	...	...	...	101	1,418	1,619
Common soap	...	...	...	...	...	...	...	...	63	...	...	...	102	165	128
Wool in thread	...	...	209	...	...	166	...	...	...	...	...	...	...	375	261
,, piece	3,200	...	3,428	...	...	3,653	...	...	1,103	...	...	...	324	11,708	15,661
Linen	774	...	729	...	...	716	128	...	...	...	...	...	100	2,447	2,156

CLASSIFICATION of Goods Imported, contained in 724,747 Packages Registered in the Customs of the Republic in the Year 1892—continued.

Articles.	England.	Spain.	France.	Belgium.	Switzerland.	Germany.	Italy.	China.	U.S. of America.	South America.	Central America.	Mexico.	Belize.	Total.	Duties.
	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
Earthenware	1,102	...	2,296	...	...	3,746	128	...	1,888	...	...	...	117	9,277	6,645
Corrugated iron roofing ...	1,752	...	...	...	...	2,484	...	...	7,875	...	...	...	322	12,433	1,441
Liquors	1,577	1,719	3,016	...	...	1,978	...	...	1,907	52	...	...	...	10,245	8,613
Hops	...	...	...	...	...	...	...	...	247	...	...	...	...	249	216
Sewing machines	111	...	293	...	...	685	...	...	975	...	...	...	...	1,964	237
Machinery	7,380	...	2,458	209	...	4,800	50	...	5,209	...	...	...	84	20,190	3,753
Railway materials... ...	...	...	...	...	...	1,889	...	...	3,652	...	...	...	...	5,541	Free
Finished materials for private enterprises ...	...	...	...	...	...	...	...	...	9,339	...	...	...	...	9,339	"
Samples	..	...	...	...	...	...	...	...	...	...	...	...	...	...	"
Maize	...	...	...	...	...	...	...	...	6,421	...	...	...	...	6,421	"
Lard	...	...	...	...	...	...	...	...	1,968	...	...	...	...	1,968	911
Stearine candles	...	...	262	...	...	1,924	...	...	2,119	...	...	...	131	4,436	3,991
Portmanteaux	...	...	...	...	...	...	...	...	...	...	..	...	...	...	Free
Lace and ornamented goods	1,108	...	1,151	...	...	1,034	15	...	126	...	...	...	491	3,925	3,044
Matches	...	...	...	...	...	3,200	...	...	1,159	...	...	...	...	4,359	4,199
Photographs	...	...	113	...	...	350	...	...	348	...	...	...	...	811	557
Beans	...	...	...	...	...	...	...	...	878	...	13	121	14	1,026	Free
Cattle	...	...	...	...	...	...	...	...	200	...	...	...	...	200	"
Gloves	...	...	80	...	...	62	...	...	...	...	...	...	...	142	120
Flour	...	...	...	...	...	...	...	...	38,475	...	...	...	...	38,475	30,046
Tin in sheets	107	...	25	...	...	212	...	...	111	...	...	...	...	455	366
Wrought iron	9,511	...	3,805	218	...	11,469	...	...	9,456	...	...	...	943	35,402	18,624
Iron in bars, &c.	1,361	...	1,060	...	...	714	...	...	1,151	...	...	...	233	4,519	Free
Hay	...	...	...	...	...	...	...	...	211	...	...	...	...	211	"
Waterproof material ...	206	...	34	...	...	195	...	...	416	...	...	...	...	851	665
Scientific instruments ...	445	...	201	56	...	370	...	...	425	...	...	...	...	1,497	172
Books and printed matter	456	661	897	9	...	640	...	...	1,218	...	25	...	...	3,906	449
Musical instruments ...	2	73	159	...	6	362	30	...	159	5	...	...	...	796	725
Printing presses, &c. ...	63	...	42	...	...	477	...	...	1,114	...	...	...	...	1,696	195
Groceries	3,593	...	3,196	1,326	1,047	9,040	277	...	3,720	...	...	...	...	22,199	21,765
Carved ornaments, &c. ...	...	...	107	...	...	653	...	...	239	...	...	...	...	999	903
Marble	...	...	775	...	...	65	1,410	...	147	...	...	...	...	2,395	753
Timber	...	...	...	...	...	1,084	...	...	6,677	...	...	...	127	7,888	2,008
Furniture	1,093	...	1,459	...	...	2,688	...	...	3,738	...	...	...	...	8,978	8,121
Saddlery	309	...	273	...	...	186	...	...	284	...	...	...	...	1,052	959

CLASSIFICATION of Goods Imported, contained in 724,747 Packages Registered in the Customs of the Republic in the Year 1892—continued.

Articles.	England.	Spain.	France.	Belgium.	Switzerland.	Germany.	Italy.	China.	U.S. of America.	South America.	Central America.	Mexico.	Belize.	Total.	Duties.
	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
Material for electric works	18	...	32	...	...	45	...	...	5,018	...	...	...	...	5,113	Free
,, piers	...	...	...	...	...	...	...	...	359	...	...	...	...	359	,,
,, mines ...	...	...	...	...	...	...	...	...	17	...	...	...	...	17	,,
Objects for houses of charity	...	...	132	...	...	135	...	...	586	...	...	...	...	853	,,
Silver bullion	...	...	...	...	...	...	...	...	1,750	117,133	9,973	...	...	128,816	,,
Paper	1,173	2,021	2,116	529	...	1,491	...	...	2,211	...	...	...	...	9,541	7,792
Petroleum	...	...	...	...	...	440	...	...	6,088	...	...	...	...	6,528	5,977
Potatoes and onions ...	...	...	...	...	...	...	...	...	5,810	...	...	...	...	5,810	Free
Tanned hides	1,200	...	1,601	...	...	1,508	...	...	1,177	...	...	...	...	5,486	6,189
Doors and windows ...	...	...	...	...	...	...	...	...	862	...	...	...	...	862	Free
Paintings	138	...	161	...	...	295	...	...	553	...	...	...	...	1,147	973
Pianos	...	...	641	...	...	2,952	561	...	671	...	...	...	...	4,825	3,619
Umbrellas	...	...	266	...	...	135	214	...	...	...	...	...	...	615	832
Perfumery	189	...	465	...	..	413	...	...	296	...	...	...	...	1,363	1,044
Lead	60	...	29	...	...	29	...	...	30	...	...	...	...	148	114
Lamps	33	...	156	...	...	229	...	...	292	...	...	...	...	710	493
Potatoes	...	...	65	...	...	20	...	...	371	...	...	...	...	456	Free
Silk in piece	1,779	...	2,498	...	...	145	814	3,000	1,595	...	43	...	...	9,874	8,623
,, thread	...	...	154	...	...	...	...	367	260	...	...	...	...	781	594
Sacks, empty	3,352	...	195	...	...	766	...	...	6,943	...	...	...	...	56	1,049
Hats	1,790	...	2,479	...	...	2,121	1,036	...	2,351	3,774	...	...	...	13,550	10,280
Salt	...	...	...	...	...	...	...	...	...	...	705	1,551	...	2,256	555
Tallow	...	...	...	...	...	...	...	...	5,782	...	...	...	...	5,782	Free
Plants and seeds	...	...	...	...	...	...	...	...	152	...	19	...	...	171	,,
Wheat	...	...	...	...	...	...	...	...	5,072	...	...	...	...	5,072	2,017
Tea	...	...	...	...	...	...	...	...	330	...	...	...	...	330	402
Tobacco	...	...	...	...	...	23	...	...	...	...	...	27	...	50	51
Glass...	787	...	1,463	...	...	1,448	...	...	1,052	...	...	...	...	4,750	1,918
Table services, &c. ...	41	...	229	...	...	162	...	...	190	...	...	...	...	622	334
Clothes	646	...	1,012	...	...	1,212	...	...	524	...	...	...	...	3,394	2,715
Wines	3,673	5,501	9,973	...	...	2,411	1,340	...	7,386	...	...	...	...	30,284	28,024

The falling-off in the import trade in 1892, as compared with that of 1891, has been as follows :—

TABLE D.

Country.	1891.	1892.	Increase.	Decrease.
	£	£	£	£
United States	190,584	229,387	38,803	..
Germany	125,908	121,158	..	4,750
France	112,441	99,397	..	13,044
Central America ..	101,897	16,345	..	85,552
England	229,674	101,611	..	128,063
Total	760,504	567,898	..	192,606

Shipping movements.

The imports at the four ports of Guatemala have been as follows :—

TABLE E.

Port.	Quantity.
	Lbs.
San José	49,113,572
Champerico	26,982,169
Ocós	5,968,421
Livingston	3,769,081
Total	85,843,243

British ships that have entered Guatemalan ports were as follows :—

TABLE F.

Port.	Number of Vessels.	Tons.
San José	7	5,477
Champerico	7	7,555
Ocós	10	9,072
Livingston	26	14,789
Total	50	36,893

Products and industries.

Table G sets forth the extent and value of the products and industries of the country—

TABLE G.

Product.	Acreage.	Quantity.	Value.
		Lbs.	£
Coffee	115,681	74,652,985	2,714,644
Sugar*	25,560	..	418,606
Tobacco	2,520	1,090,322	5,450
Cocoa	5,161	637,582	79,697
Beans	10,200	4,187,750	31,408
Maize	173,640	107,313,125	410,595
Potatoes..	1,201	5,649,607	51,360
Wheat	16,081	9,133,750	91,337
Barley	961	356,125	2,670
Oats	721	325,000	2,437
Total	351,726	..	3,808,204

* For various kinds see Table K.

Coffee cultivation and produce.

The growth of the coffee industry during the last 5 years has been as follows, viz. :—

TABLE H.

Year.	Crop.	Excess over Previous Year.	Value.
	Lbs.	Lbs.	£
1888	48,743,024	203,757	2,003,734
1889	51,571,939	2,828,919	2,119,162
1890	51,973,414	401,475	2,135,743
1891	52,197,853	224,439	2,185,397
1892	74,652,985	22,455,132	2,714,644

NOTE.—These values are calculated at the rate of 4*l.* to the quintal of 100 lbs. on board.

The apparently small increase in value (529,247*l.*) as compared with the increase in production (22,455,132*l.*) in the crop of 1892 is due principally to the depreciation in the value of the dollar.

The exportation of coffee has been as follows, viz. :—

TABLE I.

Country.	Quantity.	Value.
	Lbs.	£
Germany	23,075,027	923,001
United States	16,843,903	663,756
England	8,049,724	321,988
France	3,305,975	132,239
Austria	303,953	12,158
South America	179,933	7,197
Italy	43,030	1,721

The total number of coffee trees now standing is estimated to be 64,186,924, there being this year an increase of 25,138,994.

Sugar industry.

On many sugar estates the produce is converted into molasses and "panela" (coarse brown sugar in cakes) for the manufacture of the white rum of the country. Little or no machinery is required for the production of these inferior sugars, and the profit derived therefrom, especially in the neighbourhood of distilleries, is even greater than that of white sugar.

TABLE K.

Various kinds of Sugar.	1892.	1890.*
	Lbs.	Lbs.
Loaf..	5,512,800	2,927,870
"Panela" (inferior sugar in cakes)	35,409,300	14,733,000
"Miel" (molasses)	4,802,800	2,026,400
"Muscabado" (other inferior kinds)	2,347,700	892,359

* No statistics were published in 1891.

So great is the apparent increase of production during the past year that much must be put down to the difficulty in former years of obtaining trustworthy statistics. The Minister for this branch, however, hopes to have the system in better working order next year.

Tobacco cultivation.

There is rather a decrease in the production of tobacco, as compared with 1890, owing to the loss of a large portion of the crop. This industry is at present in its infancy, but in order to encourage it a decree has recently been issued exempting the cultivators of the plant from military service. The climate and soil are said to be peculiarly suitable to the cultivation of tobacco, and there is doubtless a fair field for enterprise in this industry for people who understand it; the natives themselves have no knowledge of it.

Cultivation of cocoa.

The small production of cocoa in comparison to the number of trees planted is supposed to be due to the fact that the plantations devoted to the cultivation of the bean are, for the most part, in their infancy, and are not yet capable of yielding full crops. Their number throughout the Republic is quoted at 1,005,071. It is to be regretted, however, that more attention is not bestowed upon this industry, for the cocoa of this country is said to be superior to that of any other. Its cultivation is simpler and less expensive than that of coffee, but has this drawback, that for the first 5 or 6 years it yields no results, whereas coffee pays in 3 years and sugar in 10 or 12 months. The fact is that planters are so much occupied with coffee, which pays so well at present, that few think of cultivating cocoa or other products in view of a possible fall in the all-engrossing industry of the day.

Beans and foodstuffs.

Beans ("frijoles") and Indian corn form the staple articles of

food of the lower classes, and therefore among products for home consumption take the first place. In spite of the immense tracts of uncultivated land the price of these foodstuffs is nearly always high, and frequently, through the indolence of the inhabitants, are in remote districts wanted altogether, and considerable quantities of Indian corn are imported from the United States to avert famine.

Wheat is entirely neglected, the greater part of the flour consumed being imported from the United States, although the country offers many advantages for the cultivation of the grain. The price per "quintal" of 100 lbs. is about 1*l.* in the capital and 1*l.* 10*s.* and upwards in the interior.

Barley and oats are but little known.

Virgin forests.

Vast quantities of valuable timbers, such as mahogany, cedar, logwood, ebony, and many trees with Indian names, remain untouched in the virgin forests, affording considerable opportunity, by means of saw-mills, of making good profits with comparatively small outlay.

The prices for lumber in the capital are approximately as follows:—

Description.	Price per 1,000 Square Feet.
	£ s.
Cedar, 1 inch thick	1 0
Mahogany	12 10

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HAYTI AND DOMINICAN REPUBLICS.

REPORT FOR THE YEAR 1892

ON THE

TRADE OF HAYTI AND SANTO DOMINGO.

REFERENCE TO PREVIOUS REPORTS, Annual Series Nos. 1030 and 1058.

Presented to both Houses of Parliament by Command of Her Majesty, JUNE, 1893.

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1225.	Barcelona	2½d.
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1229.	Newchwang	1d.
1230.	Chungking	1½d.
1231.	Hankow	1d.
1232.	Odessa	2d.
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1234.	Taganrog	2½d.
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HAYTI AND DOMINICAN REPUBLICS.

PORT-AU-PRINCE.

Acting Consul-General Tweedy to the Earl of Rosebery.

My Lord, *Port-au-Prince, May* 8, 1893.

I HAVE the honour to transmit herewith my Annual Report on the Trade and Finance of Hayti, Mr. Acting Vice-Consul Leon's Report on the Trade of Santo Domingo, and Mr. Vice-Consul Lister's Report on the Trade and Agriculture of Puerto Plata, San Domingo.

I have, &c.
(Signed) ARTHUR TWEEDY.

Report on the Trade and Finance of Hayti and Santo Domingo for the Year 1892.

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Value of imports and exports.

Annex A shows the approximate value of imports and exports for the year 1892 and the relative amounts for the three preceding years, exhibiting a decrease of 1,754,000 dol. (365,416*l.*), or 14·1 per cent., on the imports, and an increase of 256,000 dol. (53,333*l.*), say 2·06 per cent., on the exports.

Customs revenue.

The revenue for the past year amounted approximately to 7,465,250 dol. (1,555,260*l.*), as compared with 7,322,080 dol. (1,525,432*l.*) of the preceding 12 months, showing an increase of about 2 per cent.

Imports.

From want of detailed information it is impossible to specify the quantities and values of the different classes of merchandise imported. In my last year's report I gave the origin of the principal articles of import. The chief imports from Great Britain are cotton and linen tissues, hardware, cutlery, saddlery, coal, and machinery for coffee, cocoa, and sugar industries, the last article having recently received some encouragement as referred to further on in this report under the heading of industry.

Exports.

Estimated deliveries of produce.

Annex C gives the estimated deliveries of the principal articles of produce during the year, compared with the three preceding years.

Coffee.

The coffee crop amounted to about 70,000,000 lbs., a fair one in quality, though smaller as compared with the 78,000,000 lbs. yield of the previous year, showing a diminution of about 11·4 per cent.

Prices.

Comparatively high prices have been paid in Europe averaging at about 100 fr. per 50 kilos., whilst cost prices ranged between 13 dol. to 15 dol. per 100 lbs. This being the staple produce of the country, monthly fluctuations of cost prices ruling during the year have been given in Annex D.

Principal destination.

The principal destination of Haytian coffee is Havre, Hamburg, and Antwerp. I am informed that the demand in Great Britain for Haytian coffee has somewhat improved.

Logwood.

Logwood deliveries show a further decline on previous years, only some 115,000,000 lbs. having been shipped as compared with 160,000,000 lbs. and 200,000,000 lbs. respectively of the two previous years. The chief cause of falling-off is the insufficient means of communication and transport from the interior for shipment.

Mahogany.

Mahogany shows a further falling-off in deliveries, only some 26,000 feet having been shipped, as against the 35,000 feet of the preceding year. First cost prices ruling were from 40 dol. to 110 dol. for logs; 48 dol. to 190 dol. for crutches according to quality per 1,000 cubic feet. During the past year this

Consulate has been applied to for information as to whether the wood could be obtained from Hayti in boards, but unfortunately no saw-mills exist in the island.

Cocoa deliveries amounted to about 4,100,000 lbs. as compared with 3,000,000 lbs. of preceding year. It should be observed that the quality of the crop is improving in appearance, and there is probability of continued improvement, greater attention having been paid to the bean. Original prices varied between 7 dol. to 10 dol. per 100 lbs. Cocoa. Prices.

A slight improvement has been shown in deliveries of cotton, about 1,400,000 lbs. having been shipped, as against 1,000,000 lbs. of the preceding year; this produce continues to be free of export duty; original cost prices ranged between 8 dol. to 10 dol. per 100 lbs. Cotton. Prices.

Only some 40,000 lbs. of sugar were exported during the year, and of poor quality. A considerable amount continues to be imported from Europe and America to supply domestic requirements. Sugar.

Unimportant quantities of rhum, honey, orange-peel, wax, and hides were also exported to the United States. Sundries.

Finance.

The position of the Government finance has undergone no material change during the past year.

The total public revenue accrued during the year amounted to— Revenue.

	American Gold.	Haytian Currency.
	Dol. c.	Dol. c.
Total public revenue during the year ..	3,164,960 75	4,526,619 94
Less 15 per cent. average premium on gold	4,300,289 00	..
Together..	7,465,249 75	..
Equivalent in sterling .. £	1,555,260	..

This amount is almost exclusively derived from the customs which are paid in American gold on exports and in currency on the imports. Direct taxation being insignificant and imperfectly collected.

Annex B indicates the proportional contributions to the public revenue by each of the open ports of the Republic, thus indicating their relative commercial importance,

Owing to a dispute which arose between the two chambers, the Senate refused to adopt the Budget for 1892–93 which had been prepared by the lower chamber; in consequence of which the following Budget was decreed by presidential decrees of October 6 and October 18, 1892. Budget of expenditure.

Description.	Amount.	
	Dol.	c.
Foreign affairs	170,530	00
Finance and commerce	706,714	08
War	1,247,636	08
Navy	406,780	04
Interior and police	1,177,329	46
Public works	527,240	52
Agriculture	311,574	00
Public instruction	975,374	21
Justice	483,417	92
Religion	89,158	08
Public Debt	2,227,919	66
Treasury service	174,850	36
Total	8,498,524	41*

* At 4 dol. 80 c. to the 1*l.*, less 15 per cent. premium on gold = 1,539,583*l.*

In my report of last year under the heading of finance I gave a detailed account of the Public Debt, in the present report I will confine myself to giving a statement of the National Debt on December 31, 1892; the figures having been furnished by the Banque Nationale d'Haïti.

Items.	Amount.		Rate of Interest.
	Dol.	c.	Per cent.
External debt (23,847,000 fr.)	4,471,312	50	5
Internal „ (converted and consolidated)	4,406,082	86	5
Floating „ (currency)	802,714	12	..
„ „ (gold)	186,959	98	..
Short loans	3,085,482	54	Various.
Paper currency in circulation	4,040,795	00	..
Total	16,993,347	00	..
Equivalent in sterling (about)	3,520,833*l.*		..

A proposal has been made for the conversion of the whole floating debt into an external debt payable in Paris. It is proposed to convert on or about June 30, 1893, the following loans:—

Description.	Original Amount.	
	Dol.	c.
Loan of January 27, 1890	1,064,110	00
„ September 30, 1892	1,540,189	94
„ Syndicat Financier, 1893	1,060,110	00
And sundry bonds bearing 12 per cent. and 18 per cent. interest.		

The actual amount due upon the whole of the above debt amounts to about 3,000,000 dol. gold.

The scheme is as follows: that the creditors shall for every 10 dol. gold of accumulated interest and capital due them up to June 30, 1893, pay an additional 25 per cent. in currency, say 2 dol. 50 c., and in return for each 50 dol. gold (266 fr. 67 c.) due them by the State on said loans, a bond or title will be given of the proposed new external debt for 500 fr., bearing interest at the rate of 5 per cent. per annum, payable in Paris, with a yearly redemption; the whole to be redeemed within a period of 10 years.

It is shown that the scheme will bring about an annual redemption by amortisation together with interest, of about 20 per cent. on the original capital invested.

The advantages accruing to the holders of the proposed new stock is evident; at the same time the scheme would benefit the State by the release of a yearly sum of 1,000,000 dol. gold from the amount which has hitherto been assigned in the public revenue as security for the floating loans referred to; besides which the sum of 800,000 dol. currency (gourdes) will immediately be made available for the use of the Government derived from the additional 25 per cent., which as already mentioned it is proposed should be paid up by the holders of the existing loans.

The Banque Nationale d'Haïti is to have the power, "ex officio," of at once remitting to Paris, as soon as collected, all sums accruing from that portion of the public revenue still remaining affected for the payment of interest and amortisation of the proposed converted debt.

Paper currency.

At present there exist two types of paper currency in circulation, one issued by the Government of General Salomon and the other by the Septentrionale Government during the late civil war. Most of this paper is now in a very mutilated and defaced condition; and a decree has been passed for its withdrawal and unification into one type. The Banque Nationale d'Haïti has been charged with the substitution. The new emission will be as follows:—

Description.	Amount.
	Dollars.
In 1 gourde notes	2,165,795
„ 2 gourde „	1,875,000
Total	4,040,795

The old paper will be withdrawn in six monthly drawings of 125,000 dol., and paid in gold at par; the reimbursement being guaranteed by an assignment on the supplementary customs duties of 50 c. gold on every 100 lbs. of coffee exported.

As stated in my last report, Haytian coin in circulation amounts to 2,975,000 dol., and from statistics made by the Banque Nationale d'Haïtian it would appear that there are in

circulation in the Republic upwards of 2,000,000 dol. of American gold coin. This sum, together with the paper and coined currency mentioned above, would give a money circulation of 9,015,795 dol. amongst a population, according to the returns made up by the Roman Catholic Local Clergy, of 1,200,000 inhabitants, or 7·44 dol. (1*l.* 11*s.*) per head.

Annex E gives the monthly fluctuations of exchange against Haytian currency for drafts of 3 days' sight on the United States of America, and 90 days' sight on Europe on the basis of 5 fr. 33 c. to 1 dol., and 4 dol. 80 c. to the 1*l.*, showing an average of 17 per cent. in favour of bills of exchange, as compared with 19 per cent. during the previous year. There exists usually a difference of about 2 per cent. in favour of 90 days' drafts against gold. Drafts in francs obtaining a better market than those drawn in the 1*l.*

Shipping and Navigation.

The number and registered tonnage of British vessels which entered and cleared from this port in 1892, as compared with the preceding year, shows an increase of six vessels, and a decrease of 20,732 tons as shown in Annex F.

The numbers, nationality, and total tonnage of all vessels which entered and cleared at Port-au-Prince is shown in Annex G.

Rates of freight have not differed from those quoted in my report for the year 1890. The West India and Pacific Steamship Company's steamers have since some months ceased to call at Haytian ports. On the other hand, it is stated that the Prince Line of steamers owned by James Knott, of Newcastle-on-Tyne, will call at Port-au-Prince, northern and southern ports of Hayti, Jamaica, and New York, and will connect with the company's steamers calling at Mediterranean ports.

The Franco-Russian Line of cargo boats, styled "Compagnie Finlandaise de Navigation à Vapeur," and referred to in my last report, have been calling regularly for some months at this and other Haytian ports. New wharfs are to be constructed at Jacmel, Gonaïves, and Petit Goave, which, it is hoped, will render considerable advantages to the commercial and shipping interests at those ports. It is also proposed to construct a light-house at Cape Haytian. The Government decree of July 28 1891, prohibiting the entry of shipping into the ports of the Republic between the hours of 6 P.M. and 6 A.M., continues to remain in force.

Industry.

As mentioned in previous reports, notwithstanding the considerable natural resources of the country, there exists little or no industry, owing to the indolence of the natives, the absence of

means of transport and communication with the interior, and the frequent recurring political and financial disorders. In my last report I referred to the coffee cleaning factory at Petit Goave. The success which, it is believed, has attended this enterprise has prompted others to follow the example, and has led to the further introduction of machinery for the working of coffee, cocoa, and sugar industries, most of the machinery having been imported from England.

A young English engineer writes me the following from Anse à Veau in the south, respecting the preparation of the coffee bean for exportation:—"You will be pleased to hear that we have just completed the erection of a coffee-preparing establishment at Anse à Veau. Relying on the interest which, I know, the Consulate takes in all progress made in English enterprise, I thought I would write you of the work we have done, particularly as we hope this year to be entrusted with the erection of other establishments both for preparing coffee and sugar. The sugar industry is undoubtedly being pushed forward here, and I know of at least a dozen parties who have now mills and machinery on the way out here, chiefly from English makers. Though in general one cannot say that British commerce plays an important part in Hayti, yet it is satisfactory to know that in the engineering business Great Britain still maintains its reputation for good workmanship and material.

"The coffee establishments already put up, and in course of being put up, all along the south coast of Hayti owe their origin to the success of the Petit Goave establishment.

"The following is what is done with the coffee in these establishments:—The coffee is bought from the inhabitants of the mountains, either in the cherry freshly-picked or partially dried with the withered cherry skin still on.

"The object of these 'usines,' as the coffee works are here termed, is to convert either kind of coffee quickly and by machinery into a condition fit for the European market—that is, into either polished or parchment coffee. The process through which the cherry is made to pass is simple in the extreme, thanks to the protection of modern machinery. The berries are usually first washed in some large tank to clean away stones, grit, or anything that might do damage to the machines. The cherries thus cleaned are passed into a first machine, which tears off the soft pulp, but does not injure the berry or bean. This process is very quick, and with a medium-sized machine about 70 bushels can be passed in an hour. The coffee thus freed from its pulp is washed in running water for a few hours, and is then thoroughly dried in the sun or by artificial heaters, and this is the most important point in the preparing process. Coffee not thoroughly dried will weigh more and fetch, perhaps, consequently, a higher price, but the quality is not so good as the thoroughly dried coffee, both the colour and the general appearance of the latter being better. When thus once well dried the berries have still a parchment covering, besides a fine inner skin, and these are re-

moved by special machinery, polishing the coffee at the same time, whilst a quick-running fan separates the polished bean from the husks. A large portion of the coffee exported from here is still prepared by hand, with only the most primitive implements, which take, of course, more time, costs more, and gives a poorer result than modern machinery can show."

Agriculture. Strictly speaking, it cannot be said that there exists any agricultural cultivation. Large tracts of the drier land in the beautiful plains of the Artibonite in the north west and Cul de Sac, near Port-au-Prince, which were formerly rich in production, have been abandoned from want of canals and other means of irrigation. Another serious drawback is the want of efficient protection for the crops of the more industrious natives, owing to the imperfect system of rural police. Very small encouragement is ever given to the grower by the Government, the greater part of the sum voted in the Budget being absorbed in the payment of the rural police. Even should the Government be willing to attempt any work towards its encouragement such work must necessarily be slow and difficult, the political and financial condition of the country constituting a serious obstacle towards any measures of improvement.

Public Works.

Port-au-Prince. A land telegraph company has been formed for the purpose of connecting the capital with the northern and southern ports of the Republic.

A large slaughter-house has been built near the sea on the north side of the city. The Chambers refused to sanction the proposed concession for the laying down of a tramway in the city.

Cape Haytian. It is proposed to construct a lighthouse at Cape Hayti, and to furnish the city with a supply of water.

Gonaïves. At Gonaïves an iron wharf and market are in course of construction, the materials having been imported from the United States. The city is also to be supplied with a distribution of water, the want of which has for some time past been a serious deprivation to the district. The water is to be brought from Pointe-la-Pierre, about 2 miles distant, and the tubes have been ordered in Belgium.

It is proposed to lay a bridge across the River Estère, 1½ hours' drive from Gonaïves. The bridge, which is to be of iron, is to be ordered in England. The city has recently been lighted by street lamps.

Jacmel. A concession has been granted to a M. A. de Pommayrac, a Haytian citizen, to construct at Jacmel an iron wharf, the right quay of which is to measure 70 by 10 metres, and the left quay 55 by 10 metres, leaving a space of 20 metres between the two quays. M. de Pommayrac is also to construct a customs-house, with warehouses and sheds, the whole to be completed by December 31, 1893.

M. de Pommayrac is entitled to collect wharfage dues to the extent of 200,000 dol. currency, and to commence collecting dues on the old wharf as soon as he has material for the value of 40,000 fr. on the spot. The materials for the construction, which have been ordered in Belgium, are to be imported free of duty.

General Remarks.

Though I regret to state that several fresh failures have taken place principally in the dry goods line, it may be said, on the whole, that the local trade has been somewhat steadier. The amount of goods imported during the year has been more within the limits of the actual requirements of the market; and most of the surplus stock, occasioned by the exaggerated imports of the year 1889–90, has been liquidated on fairly reasonable terms, and the dry goods trade may be said to be in a fair way towards the recovery of the required balance of supply and demand.

It is to be remarked that during the last few years the American supplier has been able to supplant to an important degree a certain class of British dry goods, such as Brabants, Oxfords, nankinettes, and drills, and in fact of most articles used here by the greater part of the population for the outer wear; by American manufactured articles which are described as 29-inch Otis checks, 26-inch Sun, 25-inch Toledo, 24-inch Palmer.

These articles are appreciated for the soft finish of the cotton and the lasting colours, principally blue-grounds. The importation of these articles has very largely increased during the last few years.

The American supplier notwithstanding that he only allows from 2 months' to 3 months' credit, whereas the British shipper allows 6 months' credit, has gained much ground in the Haytian market. Commenting on this subject to a large importer of dry goods, he replied that not only was the American gaining ground but that he had not suffered loss through the recent failures; and that it was to be explained by the British exporter being less particular in the choice of the houses to which he consigned merchandise. This very obvious and elementary cause of "bad business" has already been commented on by me in my report of last year.

To the manufacturer who may possess no reliable agent in this country and who may be desirous of making his articles known in this market, I would suggest that he should address himself to some of the European commission houses who are intimately acquainted with the taste and demands of the market and the degree of confidence which may be extended to the local store-keeper. I am of the opinion that the manufacturer would do better by contenting himself with a commission paid him by a commission house in Europe, than by venturing on the dangerous speculation of a direct trade with the generality of the local store-keepers in this country.

The general health of the country has been fairly good.

Sanchez, Samana Bay, San Domingo.

San Domingo.

I am indebted to Mr. J. McLelland (Principal Administrator of the "Compania del Ferrocarril de Samana" y Santiago Limitada) for the following notes on the trade and shipping of Samana Bay and district for the past year:—

Customs returns are unreliable and difficult to obtain, but Mr. McLelland gives the following figures based on the traffic returns of the company:—

Exports for the Year 1892.

Articles.	Quantity.
	Lbs.
Tobacco	9,500,000
Cocao	1,900,000
Coffee	229,800

Year by year a steady and appreciative increase is shown in these three products. Unfortunately the market for the tobacco is limited to two markets, those of Hamburg and Bremen, though attempts are being made to introduce it into others.

Cocoa and coffee have already found new markets, and some activity has been shown by exporters owing to the enhanced prices quoted in London for both products, and if efforts are well directed it may lead to an increased import trade from Great Britain.

Imports for the Year 1892.

For reasons already stated Mr. McLelland has to resort to the traffic returns of the company which show that the importations carried by the company during 1892 amounted to 5,212,468 lbs., whereas in 1891 they amounted to 6,799,404 lbs., indicating a decrease which may be accounted for by the custom-houses, both of Sanchez and Puerto Plato, being in the hands of a Puerto Plata merchant, and the fact that the latter port is a competing port for the Cibao trade.

It is stated that a Government railroad is being constructed at Puerto Plata by the same merchant.

The following is a return of shipping of all nationalities entered this port during the year 1892:—

Nationality.	Number of Vessels.
British	6
American	25
German	31
Danish	16
Dutch	1
Haytian	1
Russian	1
Dominican	50
Total	131

Of which :—

Description.	Number of Vessels.
Steamers	65
Schooners	50
Sloops	16
Total	131

The greater number of the steamers belonged to the Hamburg-American Line from Hamburg, Grimsby, and Havre viâ St. Thomas, carrying an outward freight of provisions and merchandise of all kinds, and a homeward freight of tobacco exclusively for Hamburg and Bremen, and cocoa and coffee for London, Liverpool, Havre, and Hamburg.

The Clyde line of steamers, an American company, runs between New York and San Domingo, touching at Turk's Island and Cape Haytian.

The British shipping is mostly composed of small sailing craft carrying salt.

General Remarks.

There has been no apparent increase in British interests in the district, the principal competing countries are Germany and the United States of America. Commercially speaking German influence is the greater; but America by securing concessions and obtaining other favourable arrangements is making efforts towards extending her interests. There exists some speculation as to the many rumours of America seeking to obtain a more or less so-called political influence, and it would appear that Samana Bay is the chief point of interest.

The Puerto-Plata Railroad, and the Dutch Loan, with the concessions and franchises of Westendorf, have been bought up by an American syndicate styling itself West India or Santo Domingo Improvement Company, of New York.

Annex A.—TABLE indicating the Approximate Value of Imports and Exports for the Year 1892, and the Relative Amounts during the Preceding Years 1889–91.

Year.	Imports.		Exports.		Total.	
	Currency.	Sterling.	Currency.	Sterling.	Currency.	Sterling.
	Dol. gold.	£	Dol. gold.	£	Dol. gold.	£
1889	6,000,000	1,250,000	12,000,000	2,500,000	18,000,000	3,750,000
1890	19,500,000	4,062,500	15,000,000	3,125,000	34,500,000	7,187,500
1891	14,200,000	2,958,333	12,400,000	2,583,333	26,600,000	5,541,666
1892	12,446,000	2,592,917	12,656,000	2,636,666	25,102,000	5,229,583
Decrease on preceding year ...	...	...	...	...	1,498,000	312,083

Annex B.—EXHIBITING the Amounts Contributed by the Open Ports to the Revenue of the Republic during the Year 1892.

Arrondissements.	Imports. Haytian Currency.		Exports. American Gold.		Total.	
	Dol.	c.	Dol.	c.	Dol.	c.
Port-au-Prince	1,65 ,987	20	565,905	89	2,216,893	09
Cape Haytian	764,231	65	520,911	84	1,285,143	49
Jacmel	577,818	05	531,136	63	1,108,954	68
Jérémie	196,563	43	259,573	61	456,137	04
Gonaïves	322,198	90	455,941	70	778,140	60
Aux Cayes	498,193	47	276,668	79	774,862	26
Saint Marc	134,488	93	96,466	08	230,955	01
Port de Paix	161,188	80	191,096	56	352,285	36
Petit Goave	161,730	34	215,222	99	376,953	33
Miragoane	38,302	18	22,967	44	61,269	62
Aquin	20,916	99	29,069	22	49,986	21
Totals	4,526,619	94	3,164,960	75	7,691,580	69

Annex C.—RETURN showing Estimated Deliveries of the Principal Articles of Produce during the Years 1889–92.

Produce.		1889.	1890.	1891.	1892.	Remarks.
Coffee	Lbs. ...	50,000,000	60,000,000	78,000,000	70,000,000	Devoid of special feature.
Logwood	,, ...	210,000,000	200,000,000	160,000,000	115,000,000	
Cocoa	,, ...	2,000,000	4,900,000	3,000,000	4,100,000	Crop improving in appearance.
Cotton	,, ...	2,000,000	2,400,000	1,000,000	1,400,000	Free of export duty.
Mahogany ...	Feet ...	40,000	50,000	35,000	26,000	
Sugar, hides, gum, orange-peel, lignum vitæ	,, ...	...	...	...	...	Unimportant.

Annex D.—PRICES of Coffee ruling during the Year 1892.

Month.	Per 100 lbs.
	Dollars.
January	13½
February	15
March	15
April	13½
May	13
June	12½
July	13
August	13½
September	13½
October	15½
November	14¼
December	15

Annex E.—RATES of Exchange for Haytian Currency against 3 days on United States of America, and 90 days on Europe; on Basis of 5 fr. 33 c. to dollar, and 4 dol. 80 c. to *l.*, Ruling during 1892.

Month.	Average per Cent.
January	21½
February	24
March	26
April	19
May	14⅜
June	14⅜
July	16½
August	15
September	14½
October	12½
November	9½
December	17

An average rate of about 17 per cent. as compared with 19 per cent. of previous year.

Annex F.—COMPARATIVE List of British Shipping Entered and Cleared from Port-au-Prince during the Years 1890–92.

Year.	Steam.		Sailing.		Total.		Compared with Preceding Year.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Decrease in Tons.	Increase in Vessels.
1890 ...	47	56,357	26	6,392	73	62,749	...	...
1891 ...	46	66,070	23	5,935	69	72,005	...	...
1892 ...	42	44,446	33	6,827	75	51,273	20,732	6

Annex G.—RETURN of Shipping of all Nationalities Entered and Cleared from the Port of Port-au-Prince during the Year 1892.

Nationality.	Entered.				Cleared.				Total Arrivals.	
	Steamers.	Tons.	Sailing Vessels.	Tons.	Steamers.	Tons.	Sailing Vessels.	Tons.	Steamers and Sailing Vessels.	Total Tons.
British..	42	44,446	33	6,827	42	44,446	33	6,827	75	51,273
American	..	..	50	10,841	..	..	50	10,841	50	10,841
German	42	65,399	..	..	42	65,399	..	..	42	65,399
Danish..	..	..	1	403	..	..	1	403	1	403
Spanish	29	23,472	..	..	29	23,472	..	..	29	23,472
French	25	56,000	8	3,468	25	56,000	8	3,468	33	59,468
Dutch	29	43,200	..	..	29	43,200	..	..	29	43,200
Italian..	..	..	2	745	..	..	2	745	2	745
Russian	9	5,957	..	..	9	5,957	..	..	9	5,957

Santo Domingo.

Mr. Acting Vice-Consul A. C. Leon reports as follows on the trade of Santo Domingo:—

Exports.

Exports. Return B shows the value of the exports for 1891 to have been 131,378*l.* against 153,773*l.* for 1892, to which sum 240,000*l.* is to be added for sugar exported from Macoris, making a total of 393,773*l.* for the year 1892, this certainly shows an improvement, which is principally due to an important development of the sugar industry in the district of Macoris.

Imports.

Imports. During the year 1892 the importations from the United States increased considerably in value, although not in duty-paying articles; and it may be said that a sensible decrease has been caused to the Dominican Government in their fiscal revenues, while the population is not benefited by the effect of the reciprocity treaty.

The figures in this report cannot be relied upon, because the taxation is so enormous that all sorts of subterfuge is resorted to in order to make the imported value appear less; it is estimated that at least 30 per cent. may be added to the 295,000*l.* noted in Annex C. 75,000*l.* is the extent of the imported value at Macoris.

The transaction entered into with the New York and Santo Domingo Improvement Company, of New York, in virtue of which each custom-house is fiscalised by one of their employés, has caused that great importing facility to diminish; hence it is expected that the imports of 1893 will not compare favourably with 1892. English trade must feel the consequence of the differential duty on their cotton goods, hardware, galvanised iron, bagging, &c.; and unless a new move be made in the direction of reclaiming from the Dominican Government, the American manufacturer will no doubt get the upper hand.

San Pedro de Macoris.

This district has continued improving in every respect, but especially in the production of sugar, in consequence of which all articles of import have acquired a proportionate augment in consumption, but British produce such as empty bags, galvanised iron, cotton goods, Canadian lumber, &c., must be thrown out of market by similar American manufactures protected by the reciprocity treaty.

Railroad.

Since the last report, the building of a new railroad has been started from Puerto Plata, north of the island, towards Santiago, and is now being continued by the Santo Domingo Improvement Company, of New York. This line, if finished, will seriously interfere with the English line of Messrs. Band & Co., of Glasgow, which, starting from Sanchez (Bay of Samana) to Santiago, has only reached La Vega, 62 miles. English influence is felt to-day in that district, where it appears that the continuation of the road to Santiago, or even Moca and San Franco de Macoris, would be greeted with gladness, and would certainly increase the traffic which to-day forms quite an item.

Annex A.—RETURN of all Shipping at the Port of Santo Domingo during the Year 1892.

ENTERED

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	22	4,661	2	1,835	24	6,496
Other nations ...	102	13,171	101	109,803	203	122,974
Total	124	17,832	103	111,638	227	127,470
,, for the year preceding ...	90	13,593	85	90,749	175	104,342

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	22	4,661	2	1,835	24	6,496
Other nations ...	99	12,394	101	109,803	200	122,194
Total	121	17,055	103	111,638	224	128,693
,, for the year preceding ...	90	13,593	85	90,749	175	104,342

Annex B.—Return of Principal Articles of Export from the City of Santo Domingo and San Pedro de Macoris* during the Years 1891–92.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Logwood	Tons	599	...	974	...
Lignum vitæ	,,	849	...	1,126	...
Mahogany	Feet	223,209	...	145,000	...
Fustic	Tons	149	...	697	...
Wax	Lbs.	51,440	...	78,483	...
Honey	Gallons	57,400	...	16,560	...
Turtle-shell	Lbs.	424	...	388	...
Coffee	,,	406,367	...	329,358	...
Cedar	Feet	...	...	4,000	...
Resin	Lbs.	7,900	...	16,437	...
Cocoa	,,	136,547	...	216,440	...
Sugar	Tons	11,115	...	6,000	...
Lancewood spars	Number	312,000	...	894,000	...
Hides	,,	8,124	...	4,860	...
Tobacco	Lbs.	6,750	...	...	...
Cattle	Head	47	...	...	...
Mangrove bark	Tons	28,068	...	...	...
Sole leather	Lbs.	1,762	...	...	...
Rum	Gallons	28,368	...	...	...
Divi-divi	Lbs.	8,236	...	...	...
Orange skins	,,	1,180	...	...	...
Total	...	...	143,573	...	131,378
Duty paid	...	...	10,200	...	...
Grand total	...	...	153,773	...	...

* Export and import of sugar from and to San Pedro de Macoris for the year 1892.

Article.	Export.		Import.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Sugar	28,250	240,000	12,000	75,000

Annex C.—Return of the Principal Articles of Import to the City of Santo Domingo during the Years 1891–92.

Articles.		Value.	
		1892.	1891.
		£	£
Cotton and linen goods, hardware, glassware, breadstuff, provisions, &c.	City	295,000*	230,990
	Macoris	75,000	..

* Taken from the book of the customs-house, but it is presumed that a value of at least 30 per cent. more has been the real imported value.

Annex D.—TABLE showing the Total Value of all Articles Exported from and Imported to the City of Santo Domingo, from and to Foreign Countries, during the Years 1891–92.

Countries.		Export.		Import.	
		1892.	1891.	1892.	1891.
		£	£	£	£
Great Britain and other countries	City ...	153,773	131,378	295,000	223,560
	Macoris ...	240,000	...	75,000	...

PUERTO PLATA (SAN DOMINGO).

Mr. Vice-Consul Lister reports as follows :—

Commerce.

The commerce of this port brought almost to a standstill by the disastrous results of the tobacco crops of 1891 has, owing to the reciprocity commercial agreement entered into by San Domingo and the United States of America, given place to a crisis in business circles which has made itself felt throughout the whole year.

Treaty with United States.

This forced move on the part of the Dominican Government, the alleged object of which was to protect the sugar industries of the island and to prevent a heavy differential duty being levied in the American market on the produce from its estates, has not proved as beneficial to the country as was expected, and the privileges conceded to American produce will finally have to yield to the claims brought by other Powers that by virtue of former treaties are entitled to the same advantages which have been extended to the United States.

Another and more potent reason for the cancellation of the agreement is the prejudicial effect on this country caused by the falling-off of the revenue accruing to Government from the custom-houses by the import duty levied on American goods, and as the majority of the latter are now either entered entirely free, or with a reduction of 25 per cent. on former tariff rates, Government can only count upon about 65 per cent. of its former income, there being no corresponding increase in the consumption of these goods in proportion to their decrease in import cost, and consequently no increase in the fiscal returns under this head.

Shipping.

From a glance at Annex A it will be seen that there is a notable decrease in the amount of steam tonnage in 1892 as compared with that registered in 1891.

This cannot be said to be the result of any corresponding decrease in the traffic with this port, but is due principally to the fact that the quarantine regulations enforced during the months when cholera was raging in Europe prohibited the entry of steamers from infected ports, and during those months the steamship companies whose boats touch regularly here were unable to continue their transport service.

Sailing vessels.

The increase of sailing tonnage is the result of an extra impetus given to the mahogany business in Cabarete, the heavy

rains causing freshets in the rivers, but special and timely facilities for bringing the wood down from the cuts in the interior to the shipping port on the coast.

I may here remark that in the port of Cabarete, which is generally considered an unsafe one, no casualties have been registered throughout the past year, which circumstance is worthy of the consideration of underwriters as an inducement to lower the premiums of insurance effected on vessels or cargoes in said port, which at present are very high. Cabarete.

The carrying trade is as before completely monopolised by three steamship companies. The steamers of the "W. P. Clyde Company" of New York, of the French Transatlantic Company, and of the Hamburg-American Steam Packet Company run regularly here and take all the outward and homeward freight. The Spanish steamers which call twice a month at this port take and bring little or no cargo, and their voyages as far as Puerto Plata is concerned are only continued in the interests of the passenger and mail service between Puerto Rico and Havana. Carrying trade.

It is rumoured here that an English company, the Prince Line of Newcastle-upon-Tyne, intends sending its steamers over the routes taken by the vessels of the French Transatlantic Company and the Hamburg-American Steam Packet Company with a view to competition for freight. Should such be the case a good result may be expected as a tendency would be caused to lower freights all round, thus diminishing the cost of goods to merchants and consumers and providing a more extensive demand for same at a cheaper rate. Competition.

Belfast and Manchester goods, which formerly found a ready sale here, have been neglected for some time in favour of cheaper American goods of a similar class but of inferior quality. The small difference in yardage cost which would be the result of a reduction in freight would probably induce importers to give preference to goods of British manufacture and to renew their orders in the English market.

The value of articles exported from this port in 1892 as demonstrated in the tables of Annex B shows an increase of 2,768*l.* over that of 1891, producing for the Government an export duty of 10,448*l.* against 8,241*l.* in 1891. The total value of all exports from the Dominican Republic in 1892 is 607,132*l.*, upon which the total duty collected by Government amounts to 53,288*l.* Value of exports.

Merchants here who control the trade of the interior towns make use of either the ports of Puerto Plata or Sanchez for the shipment of export produce, using whichever route may happen to be the most convenient and economical one; thus, goods bought by Puerto Plata houses and valued at 107,385*l.* were shipped in the port of Sanchez, and produced an export duty of 12,501*l.*

As in the preceding years the 1892 crop commenced under wonderfully bright auspices, only to give place in the latter end of the year to the most direful results. Tobacco.

The demand for the leaf, at first brisk and active, gradually diminished as the year advanced, and speculators, who at the beginning were bored by the prospects of good prices and the alleged good quality of the crop, are now heavy losers on their investments. Opening quotations for the leaf in the Hamburg market were 2*s.* 9*d.*; then came a gradual rise to 2*s.* 11*d.*, 3*s.* 1*d.*, and 3*s.* 4*d.*, fluctuations between 3*s.* 4*d.* and 2*s.* 9*d.*, and a fall to 2*s.* 6*d.*, 2*s.* 5½*d.*, and 2*s.* 5*d.* Shipments in September were somewhat suspended owing to the epidemic of cholera then raging in Hamburg. The crop has been a plentiful one but of poor quality, and planters now know by experience that unless they can give the tobacco sufficient condition to fetch 40 marks per cwt. in the Hamburg market they had better turn their attention to the cultivation of something more profitable, as any sales effected at prices below 40 marks per cwt. mean a sure loss to shippers. Very fortunately the losses on tobacco this year have been mitigated to some extent by the high rates obtained for foreign drafts owing to the fall in the value of Mexican silver, which is the coinage of the country.

Mahogany.

Although the total quantity exported in the last 2 years is about the same, the short mahogany curls have dropped out of demand, and the 733,817 feet exported is comprised almost entirely of logs of large dimensions shipped by sailing vessels from the port of Cabarete. Several cargoes of mahogany have been consigned during the past year to Liverpool and London brokers. A trial shipment of mahogany curls, short, but well-grown and full-flowered, was sent to Glasgow, and the result of the consignment proved in every way satisfactory to the shippers.

Sugar.

The increase in the amount of sugar exported during the last year is due principally to the fact that during the years 1890–91 planters paid a great deal of attention to the cultivation and extension of the cane-bearing lands with a view of taking in a larger crop in 1892. It is probable that the quantity exported in the coming year 1893 will be somewhat less than that recorded in this year, as planters have made an entire change in their machinery, and having gone to the expense of putting up vacuum pan plant, will, instead of making the soft brown sugar, or "mascabada," elaborate a superior white crystallised sugar, admirably adapted for local consumption. This class of sugar will sell here at from 3½*d.* per lb. to 4*d.* per lb., but could not be exported to the American market to meet these figures; thus it will be disposed of in the different commercial centres in the interior and on the coast and leave a good margin of profit to the planters.

Logwood, lignum vitæ, and fustic.

Nothing has been done during the past 12 months in these woods, as the prices at which they have been quoted in the European markets have been too low to allow of profitable speculation, and stocks shipped from this port in the years 1890–91 remain in the hands of consignees in Havre unsold. A small shipment of cedar logs has been made recently, but merchants here do not care to handle this class of wood, cost of which, f.o.b., is too high, and gain on shipments doubtful.

Coffee and cocoa.

The coffee crop this year was very small, a continued drought for two months, causing the berries to shrink and wither in the husks, left a very small percentage for shipment. The small consignments sent forward realised good prices, and the demand for San Domingo coffee was active whilst the crop lasted. There is no doubt that the coffee of this country would be more in request if more attention were paid to picking and cleaning before shipment. Sometimes as much as 20 per cent. of dirt, husks, and small stones is found in a quintal of coffee. This means that in a shipment of 100 quintals, freight and shipping expenses are paid on 20 quintals of rubbish.

The production of cocoa is gradually but surely increasing in this Republic, and more attention is given to selection and classification than formerly. Thanks to the perseverance and good example of a young Russian gentleman (a resident in the interior, and the representative here of a substantial London firm) who has taken the trouble to go round to the cocoa producing districts, and with samples before him, shown to the country people the exact condition in which cocoa should be shipped to bring a good price in the European markets, a great deal of care is now being taken by planters to bring their produce to as high a pitch of perfection as possible, and although there is still room for improvement, a very creditable effort has been made with the result that a carefully selected grade has been sold in London at 3*l.* 8*s.* per cwt.

Comparing the total amounts of cocoa shipped from the Dominican Republic in the years 1891–92, I find that during the past year 332 tons more were exported than in 1891.

Imports.

From the columns of Annex B it will be seen that there is a falling-off of about 15,000*l.* in the value of the imports to Puerto Plata as compared to the preceding year. Perhaps this may be due in some measure to the fact that the poor results of the tobacco crops prevented the introduction of large stocks of goods for which there has only been a very limited sale. Importers, too, looking for facility of railway transport have had their goods for the interior consigned to the Port of Sanchez, where 28,440*l.* worth of goods have passed through the custom-house, and produced for the Government an import duty of 22,244*l.*

The total value of imports to the whole Republic during the last year amounts to 402,347*l.*, upon which a duty of 164,229*l.* accrued to Government.

The quarantine regulations with regard to cholera for three months prevented the introduction of merchandise from infected ports, and thus helped to cause a decrease in the value of imports.

Although the Commercial Agreement signed by the Governments of the Dominican Republic and of the United States of America permits the introduction of American goods either free or at reduced tariff rates, no very notable increase in the consumption of these articles is as yet perceptible, and as they consist principally of provisions, the demand is not likely to overstep the present limit for some time to come.

Ironware, zinc, woollen goods, paints, and spirits, continue to be the principal articles imported from England to this country; cotton goods have been rather neglected lately in favour of those of American manufacture. English cutlery, although recognised to be the best in quality, is by no means the cheapest in price, and in this particular line Germany has made an active competition; penknives imported from Germany often have the word "Sheffield" printed on the blades, and are sold here as "English made."

France continues to supply this district with silks, wines, spirits, and haberdashery, whilst rice, beer, matches, gin, cheese, and porter continue to arrive from Germany.

Large orders for merchandise of all descriptions have been given to the representatives of European and American houses who have come out here with samples of their goods and gone with them into the interior towns. Shopkeepers here who would take no notice of a hundred letters or illustrated catalogues will buy, without a moment's hesitation, large invoices of goods, provided the seller can show samples of his wares and quote prices to them on the spot.

Railways. The work on the Central Dominican Railroad has been steadily pushed forward, and transit has been opened as far as Bajabonico, a point of but little importance about 12 miles from Puerto Plata.

The road, so far, has been solidly constructed, and the best of modern appliances and material used.

The transfer of the concession and stock of this railroad to the San Domingo Improvement Company, of New York, which has recently taken place, will probably prove beneficial to this part of the island, and, under a new management, and with ample capital, it is expected that the road will be pushed briskly forward and satisfactory results obtained within a very short period.

As yet the only earnings of the line have been its receipts for transport of sugar to this port from a neighbouring sugar estate situated along the line.

The Samana and Santiago Railway Company has not yet extended its lines any further inland than La Vega, but has more than covered its working expenses by the transport of tobacco and other produce from said town to the Port of Sanchez, the rates of freight being uniformly maintained so as to allow of no competition on the part of the "recueros" or mule-drivers, whose only occupation now is the carriage of goods to and from the different stations along the railroad. The interests of this company are in the hands of an able and prudent manager, and it is probable that shareholders will receive a small dividend from the transactions of the past year.

Exchange. The rates on foreign bills during the last 12 months have been very high owing to the cheapness of the price of silver. The exchange for gold or for commercial drafts at 60 days' sight on New York has varied throughout the year from 42 per cent. to 50 per cent. Drafts at 90 days on Paris are at present worth

43 fr. per cent.; on Hamburg, 90 days, 44 marks per cent.; and on London, 90 days, 45*l.* per cent.

The National Bank of San Domingo continues to exist and transact business under the terms of its concession. Its paper money circulates freely, and branch agencies have been established in the principal towns of the Republic, mainly for the sale of Government stamped paper and postage stamps, and for the collection of the 5 per cent. tax on import duties, which privileges have been transferred to the establishment for a certain term to cover its cash advances made to Government. Banks.

The bonds of the Dutch Loan of 1888, which were issued at 77½, and which, in the year 1889, were quoted at 69 to 71, have fallen away to a mere nominal value, and are now quoted at 28. Dutch loan.

The most important matter under this head treated in 1892 has been the transfer made by Messrs. Westendorf and Co., of Amsterdam, Bankers, and Contractors of the San Domingo Loans of 1888–90, to the San Domingo Improvement Company, of New York (a company constituted under the restrictions of the laws of the State of NewJersey, United States of America, with a capital of 2,000,000 dol.), of the privileges, rights, and obligations established, mutually between the San Domingo Government and the said bankers, Messrs. Westendorf and Co. Finance.

The transfer referred to was communicated to the Dominican Government on May 27, 1892, by Messrs. Westendorf and Company and by the San Domingo Improvement Company, but was held by the former to be illegal and without effect on the ground that it had been made without previously having obtained the consent and agreement of the Dominican Government, one of the contracting parties, and without having consulted the bondholders who had subscribed to the 1888 and 1890 loans.

A committee formed of the most eminent lawyers of this country was appointed by the Dominican Government to study the points under discussion, and after mature consideration it was decided that the Government of this country could not legally oppose the transfer.

In virtue of this decision contracts will be signed which will define clearly the relations existing between the Dominican Government and the San Domingo Improvement Company.

The principal advantages which the Dominican Government will receive by this transfer will be:—

1. The conversion of the foreign debt for which the San Domingo Improvement Company will issue 2,035,000*l.*, nominal in 4 per cent. bonds.

2. The San Domingo Improvement Company will advance the Dominican Government 90,000 dol. per month; that is 25,000 dol. on the 1st, 8th, 15th, and 22nd day of each month to attend to the public budget expenses.

3. The interest on the loans will be reduced from 6 per cent. to 4 per cent., and make a difference in favour of Government per annum of 21,070*l.*

4. The company will pay off 659,000 dol. owed to four merchants for advances made to Government, and for which they have been in the habit of collecting monthly sums from the custom-houses in part payment.

The company will have no right to transfer the privileges which it acquires to any foreign nation or Government.

In conclusion, the trade of this port during the last year has been dull, but as commercial men here are becoming more cautious owing to the losses which have been sustained, it is to be hoped that in 1893 there will be a beneficial reaction, and that in place of reckless speculation transactions may be carried on on a sounder business basis and with more prudence and forethought.

Annex A.—RETURN of all Shipping Entered and Cleared at the Port of Puerto Plata during the Year 1892.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	3	898	2	2,928	5	3,826
Dominican	...	...	...	...	...	...
American	1	295	30	47,497	31	47,792
Danish	5	576	...	...	5	576
French	2	670	24	32,561	26	33,231
German	4	1,002	30	44,746	34	45,748
Spanish	1	187	22	14,530	23	14,717
Norwegian	5	1,457	...	...	5	1,457
Other countries ...	...	...	...	...	...	...
Total	21	5,085	108	142,262	129	147,347
,, for the year preceding ...	15	3,785	124	185,108	139	188,893

Annex B.—RETURN of Principal Articles of Export from Puerto Plato during the Years 1892-91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Tobacco	Lbs. ...	5,837,089	...	3,687,416	...
Mahogany logs	Feet ...	733,817	...	609,760	...
,, curls	,, ...			103,730	...
Ox-hides	Number ...	11,230	...	12 035	...
Goatskins	Dozens ...	3,677	...	3,590	...
Sugar	Lbs. ...	768,790	...	334,580	...
Honey	Gallons ...	4,700	...	2,600	...
Dye-woods	Tons ...	...	...	323	...
Lancewood spars	Number ...	5,724	...	4,122	...
Lignum vitæ and fustic	Tons ...	...	...	705½	...
Wax	Lbs. ...	54,880	...	92,419	...
Coffee	,, ...	377,353	...	905,375	...
Cocoa	,, ...	221,100	...	198,130	...
Divi-divi	,, ...	15,127	...	11,275	...
Old copper	,, ...	17,060	...	26,469	...
Horns	Number ...	2,300	...	1,500	...
Cedar	Feet ...	12,000	...	...	...
Other articles*	...	...	...	...	...
Total	...	...	104,777	...	102,009

* Including cigars, 4,000; molasses, 520 gallons; cocoanuts, 10,000.

RETURN of Principal Articles of Import to Puerto Plata during the Year 1891–92.

Articles.	1892.		1891.	
	Quantity.	Value.	Quantity.	Value.
		£		£
Merchandise, hardware, and provisions ..	Unknown.	80,465	Unknown.	95,021

Annex C.—TABLE showing the Total Value of all Articles Exported from and Imported to Puerto Plata to and from Foreign Countries during the Years 1891–92.

Country.	Exports.		Imports.	
	1892.	1891.	1892.	1891.
	£	£	£	£
Great Britain, Germany, France, and the United States of America	104,777	102,009	80,465	95,021

Agriculture.

With regard to agricultural matters in this Vice-Consular District I have to report a decided change and improvement since the last report was made in December, 1890, since which date a number of small capitalists who had found a difficulty in making a living in the towns have abandoned commercial pursuits, and, having purchased lands in the country, have devoted all their energies to the cultivation of the soil and to the raising of cocoa, coffee, and other produce.

Tobacco. Tobacco is, of course, the staple product of San Domingo, but of late years, owing to the increased production in other countries, and the inferior class of the San Domingo leaf, its cultivation, although not neglected, has come to be looked upon as secondary in importance to that of cocoa and coffee, which are destined no doubt to become eventually the principal source of the country's wealth.

Cocoa and coffee.

The tobacco estates formed with Dutch capital, which were referred to in a previous report, have been abandoned, experience having taught the planters who were interested in them that the cost of raising tobacco from Sumatra seed on San Domingo soil is too high to allow of remunerative speculation. A fair quantity of tobacco was raised, and, although a small proportion of it proved

to be of the required quality, the majority of the crops gave a leaf of inferior grade, and of low value.

The cultivation of cocoa is yearly increasing in this district, and planters are gradually gaining experience as to the manner in which it should be prepared for shipment. Hitherto it has been sent on to Europe in a very moist condition, and has consequently been liable to damage in transit from fermentation caused by the generation of heat in the ship's hold.

Some attention has been given lately to cattle-raising, and with very lucrative results.

On the same ranches an excellent cheese is produced which retails in the principal towns almost at the same price as that obtained for imported Dutch cheese.

An enterprising Cuban planter arrived here a few months ago with the intention of forming a company for planting "sisal," but as yet he has been unable to find sufficient capital for the undertaking.

Bananas, pine-apples, cocoanuts can be produced here in any quantity, but as there is no market for them, no one troubles to cultivate them on an extensive scale.

No agricultural machinery of any importance has as yet been introduced into this district, but the plough is gradually taking the place of the primitive hoe and machete, and probably with a continuance of the peace which has not been seriously disturbed now for some years, thousands of acres of land which are now virgin forest will come under cultivation and in time contribute to the agricultural wealth of the Republic.

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REPORT FOR THE YEAR 1892

ON THE

GENERAL ECONOMIC CONDITION OF THE REPUBLIC OF HONDURAS, WITH TRANSLATION OF MINING CODE.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 364.

Presented to both Houses of Parliament by Command of Her Majesty,
NOVEMBER, 1893.

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HONDURAS.

Mr. Audley Gosling to the Earl of Rosebery.

My Lord, *Guatemala, September* 30, 1893.

As a considerable period has elapsed since any Report has been furnished to the Foreign Office on the Trade and Commerce of Honduras, I instructed Mr. Ronald F. Gosling to prepare a Statement on the Economic Condition of that Republic, which I have now the honour to transmit to your Lordship and which I trust will be of some interest to British traders.

I have, &c.

(Signed) AUDLEY GOSLING.

Mr. Ronald F. Gosling to Mr. Audley Gosling.

Sir, *Guatemala, September* 30, 1893.

I HAVE the honour to enclose a Report which I have drawn up on the Economic State of Honduras for 1892.

Considerable difficulties presented themselves in the preparation of this Report owing to the incompleteness of the statistical information at my disposal, and on certain points the returns given have, in the absence of more recent data, been taken from the official Government Reports for 1889.

Honduras is essentially a mining country, and in the opinion of American experts and "prospectors," the mineral wealth hidden beneath its serrated soil is enormous, yet on this point, so vital to the Republic's future, hardly any statistics are published. For the valuable and reliable information on the mineral deposits of Honduras contained in my Report, I am indebted to Her Majesty's Acting-Consul at Amapala.

I have, &c.

(Signed) RONALD FERSEN GOSLING

Report on the Economic Condition of the Republic of Honduras for the Year 1892.

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Area, situation, and boundaries.

Honduras, the middle State of Central America and the third in point of size, comprises about 43,000 square miles (approximately calculated, no regular surveys having ever been made), and lies between latitude 13° and 16° 10′ north and longitude 83° and 89° 3′ west. It is open on the north and north-east to the Caribbean Sea; the east is bounded by Nicaragua, the south by Salvador and the Pacific Ocean, and the west by Guatemala.

Departments.

The Republic is divided into 13 departments, sub-divided into 56 districts, and 210 municipalities.

Physical conditions.

The configuration of the country is eminently mountainous, interspersed here and there with undulating plains and fertile

prairie lands. The principal mountain ranges are the Merendón, a branch of the Cordilleras, running from Mexico through Guatemala to the north coast, and the Celaque, traversing the centre of the departments of Gracias and Copán. Mountain ranges.

The country is well watered by numerous rivers, among which the principal are the Chamelecón, which rises in the Merendón range, the Ulúa, with its tributary the Mejocote, the Aguan and the Choluteca. Honduras is the most mountainous of the Central American Republics, and in the sierras take their rise some of largest rivers in this continent. Rivers.

Few countries in Spanish-America have been more lavishly dealt with by nature than Honduras, and the extraordinary fertility of the soil, her great natural resources and mineral wealth, much of which lies dormant for lack of enterprise, admit of her attaining a high degree of prosperity and a foremost rank in the rank of Latin-American nations. Fertility of soil and natural resources.

The great evil with which Honduras, equally with the sister Republics of Central America, has to cope is the frequency of civil and internecine strife, and the inevitable consequences, financial and commercial instability, which necessarily acts as a powerful deterrent to any rapid advancement. The important part played by this retarding factor in the political and commercial development of Central America has been strikingly illustrated, when Honduras having been convulsed for close upon a year by revolution and having emerged therefrom with her finances and commerce seriously impaired, Nicaragua, blindly following suit, was for some months the scene of active warfare between the rival factions, finally resulting in the defeat of the Government, and within the last few months an abortive attempt to overthrow the existing administration has been made in Salvador. Development retarded by frequency of civil strife.

The state of civil war in which Honduras was plunged from May, 1892, to April, 1893, threw her finances, commerce, and industries, which, prior to its devastating influences, had materially improved, into a renewed state of stagnation and chaos. Thanks, however, to the restoration of peace and public confidence, things are now reassuming their normal course, and the trust reposed in the newly formed Government and the reforms already introduced by them, lead to the hope that her political horizon is at last clearing and that the country has now entered upon an era of peace and prosperity.

Owing to her great natural resources and to the sparseness of her population, both native and foreign, Honduras offers in many respects a good field for foreign settlers. The climate is good and on the whole healthy, exception being made as regards the coast-line, where the heat is intense and malarial and other fevers very prevalent; but in the higher lands it is temperate and equable. Field for foreign immigration. Climate.

The following table may not be without interest, as showing the mean readings of the thermometer in each month of the year at Tegucigalpa the capital, situated about 3,000 feet above sea level :—

Month.	Mean Temperature (Centigrade).	Prevailing Winds.
January	19 to 21	N. & N.E.
February..	20 22	N. & N.E.
March	21 22	S. & E.
April	23	E & S.E.
May	23	S. & S.E.
June	22 to 23	E. & N.E.
July	22 23	N. & N.E.
August	22 23	N. & N.E.
September	22	N. & N.E.
October	21 to 22	N.
November	20 21	N.
December	18 20	N.

Foreign settlers, caution to.

In recommending Honduras as a suitable field for foreign settlers, it should be borne in mind that the Republic, while offering great inducements through its natural resources, is not without certain drawbacks, which the emigrant should take into consideration. As regards treatment by the native authorities, for instance, it may be well to state that the utmost circumspection should be observed in dealing with the local authorities and care taken to keep aloof from mixing in the politics of the country. He must again be able to accommodate himself to the native ways, and not chafe under what may appear strange and irrational. These remarks appear justified in view of certain cases which have lately come under the writer's notice. That, under certain conditions, there are good opportunities for realising small, and even considerable fortunes in Honduras would seem sufficiently proved by the prosperous condition of many foreign settlers, who, in the course of from 8 to 10 years, have risen from comparatively needy circumstances to competency.

Englishmen less suited as settlers than other nationalities.

In alluding to Honduras as a country where immigration has on the whole been successful, the remark hardly applies to Englishmen. It has been demonstrated that the British emigrant besides being more exacting in his requirements than others, cannot apparently overcome his innate inability to adapt himself to the altered conditions with which he is confronted in Spanish-American countries. This has reference especially to the artisan, who, what with the unfamiliar language, customs, and religion, labours under disadvantages which are not incidental to the native of southern Europe. The few Englishmen of the lower classes to be met with in Central America are, for the most part, in a distressed condition. The reason is not far to seek. Induced by extravagant reports, the indigent classes leave their homes for these countries with confident anticipations of an "El Dorado," where fortunes are of every-day attainment. But, having reached the promised land, they find their illusions dispelled, and starvation staring them in the face. What follows? Ignorant of the language, and entirely destitute, they are scarcely able to

eke out an existence, and, scattered over the country, gradually sink lower and lower, a burden alike to themselves and to the nation.

Immigrants, a few hints to.

Immigration carried out on such a basis must, on the face of it, prove a failure, and it should be carefully borne in mind that without a moderate capital, some slight knowledge of the language, and determination to overcome initial difficulties, emigration to Honduras, or, indeed, to any of the Central American Republics should be discountenanced.

Scarcity of labour.

Although as regards scarcity of labour Honduras, owing to her backward state of industrial and agricultural development, is not so seriously affected as Guatemala, the Republic is undeniably suffering in this respect, for taking into account her area, the country may almost be said to be depopulated. It is to foreign immigration on a large scale that she must eventually turn for a solution of the difficulties now menacing her industries, for apart from the sparseness of her population, another hindrance to her development lies in the apathy and inherent aversion of the native to manual labour, so that unless recourse is had to the foreigner the Republic is likely to remain for years to come in its present backward and undeveloped condition.

Population.

According to the census of 1889 the population of the Republic amounted to 396,048, showing an increase of 88,759 over the previous census of 1881. Towards the close of the last century, in the year 1796, the population was computed at 93,501; a census taken in 1801 showed an increase to 130,000. In 1826 it rose to 200,000, and by 1881 had reached 307,289. These figures show that though the population is growing, it is in no way proportionate to the area, the density being about 9 to the square mile. About one-third of the population is composed of pure Indians. The following table shows the number of foreigners resident in the Republic in 1887 :—

Nationality.	Population.
Guatemalan	2,060
Salvadorenian	2,000
Nicaraguan	610
Costa Rican	14
English*	1,033
American (U.S.)	185
Spaniards	77
French	72
Germans	43
Italians	13
Mexicans	29

* Principally negroes.

Births.

Deaths.

The births in 1889 were given at 13,789 (of which 6,121 were illegitimate), and the deaths at 6,259, showing an increase of population of 7,530 souls. These figures cannot, however, be relied upon, owing to the faulty system of registration in the

Marriages. remote portions of the country. The marriages in 1889 are given at 1,971. No returns have been published for the past year showing the movement in population.

Agriculture. The agricultural products of Honduras, most of which are capable of considerable extension, are tobacco, sugar, maize, wheat, coffee, potatoes, indigo, cocoa, bananas, indiarubber, and "pita" (the fibrous produce of the "agave" tree), used by the native population in the manufacture of hammocks, &c. In former times the forests constituted the principal agricultural wealth, lumber, consisting chiefly of its world-renowned mahogany, being exported on a large scale to the United States and Europe; but the industry has not flourished of late years, due to want of enterprise. An endless and prolific variety of fruit trees is found in the Republic, most of which are indigenous to the soil, and form, in addition to the various preparations of maize and black beans, "frijoles," the staple food of the lower classes. Among these fruits may be mentioned the mango, pineapple, custard-apple, alligator pear (which attain great perfection), lemons, limes, oranges, and bananas, the latter forming an important article of export. The cultivation of such fruits as strawberries and cherries, in fact all those indigenous to a cooler clime, has not met with any great attention, but could doubtless be grown with successful results in the temperate zones.

Tobacco culture. An important article of export is tobacco, which is the finest grown in Central America, and said by some even to equal that of Havana. This is one of the oldest agricultural industries in Honduras, having flourished as far back as the last century, when it was grown with marked success in the department of Santa Rosa, and where, in 1795, a tobacco factory was established by order of the Spanish Crown. Since then the industry has flourished satisfactorily, and considerable quantities are annually exported, a large portion to Havana, where it is redressed and sold in a manufactured state as Cuban leaf.

Coffee culture. Coffee, the staple export of the neighbouring Central American Republics, has never engaged much attention in Honduras, and, although the berry grown there is asserted to equal that of Guatemala and Costa Rica, it would appear that other branches of agriculture are carried on at a much smaller outlay, and the ultimate profits are proportionately greater.

Sugar culture. The sugar industry is also in a backward state, and in this, as with coffee, there is room for considerable development. The former might well constitute an important article of export, as the cane is of superior quality and thrives remarkably well both in the plains and mountain districts. It is estimated there at about 800 acres devoted to the cultivation of sugar in the Republic, the departments of Comayagua, Gracias, Yoro, and Santa Barbara being the chief centres of the industry.

Banana culture. One of the staple agricultural products of Honduras is, as has already been mentioned, the banana, large quantities of which are annually exported to the United States. It flourishes best on the Atlantic Coast, where it is marvellously prolific and commercially successful.

Another branch of agriculture eminently suited to the soil is the cultivation of indigo. As yet, however, it is only grown on a small scale by the Indian population, but has recently awakened attention in the United States from its superior quality, and in the valleys of the Chamelecón the plant is at present being largely sown. In the absence of any published statistics, it is not possible to state the quantity, but in the past year this trade was unusually brisk, and large exports were made to France. Indigo culture.

Maize, the most necessary food-stuff to the Indian, grows throughout the Republic in a semi-wild state. Maize culture.

Wheat and other cereals are successfully raised, but the amount produced does not suffice to meet the requirements of the country. Wheat.

Rice is grown in small quantities by the Indian population, who equally cultivate potatoes and cochineal (formerly grown on a considerable scale), cotton, vanilla, sarsaparilla, and numerous other minor agricultural products. Rice. Other agricultural products.

It will be apparent from the above that agriculture in Honduras is as yet almost in its infancy, and that there is room for considerable development of all its branches. This is, however, not due to any want of success on the part of the agriculturist, but is directly attributable to the sparseness of the population, demonstrating equally the wide field existing in Honduras for foreign immigration and private enterprise. Agriculture, backward state of.

Cattle-breeding is among the most important industries in the country, and live-stock forms one of the chief articles of export, in the past year its value having exceeded 9,146*l*. In 1882 the estimated value of cattle in the Republic was 1,634,120*l*. This, however, in reality fell very short of the actual value, as in the census taken in the year in question a large number of cattle were not included, owing to fear on the part of breeders that additional taxes might be imposed, and it was generally believed that the value of live-stock in 1882 would be fairly estimated at 3,000,000*l*. In this industry, however, while the ultimate results are usually highly satisfactory, considerable outlay and difficulty are incurred at the outset if foreign breeds are resorted to, as until acclimatised they do not thrive. Cattle-breeding.

In dairy farming lies unquestionably an opening for the foreign settler. In the capital and towns throughout the Republic cow's milk is scarce, and is retailed at almost prohibitive prices. As a natural consequence, the manufacture of butter is small, and what is obtainable is of very inferior quality. Large quantities of thin cheese are made for home consumption, but it is of poor quality. The fact is that the native population has scarcely any knowledge or experience of the various branches of dairy farming, and until the foreigner steps in, it is improbable that any improvement will be made. It should be remarked that for climatic reasons this industry in Central America differs widely from that as carried on in Europe, and on this account many foreign dairy farmers have been only partially successful. Dairy-farming, field for foreign enterprise.

While, however, agriculture in Honduras has been somewhat neglected, and the country is behindhand in this respect as compared with the neighbouring Republics, she is far and away the Great mineral wealth.

richest in Central America as regards mineral resources—gold, silver, copper, lead, iron, antimony, &c., are found in almost every department of the Republic, and brown coal is also said to be plentiful on the north coast. Quite recently coal of superior quality has been discovered by an Englishman resident in Sanpedro Sula, concerning which the following quotation from an American newspaper, published at Tegucigalpa, throws some light:—

"Mr. Daniel Penman, a British subject of San Pedro, arrived the other day in this city, bringing with him some specimens of coal of a semi-anthracitic character.

"The above examples were taken by him personally from a vein about 5 feet thick, cropping to surface in close proximity to the Atlantic port of La Ceiba.

"There is no doubt that this discovery of Mr. Penman is of the greatest importance to this Republic, as the establishment of a coaling-station in one of the Central American Atlantic ports has been one of the most urgent wants of the steamers plying in this region.

"Viewed geologically the existence of coal deposits is most probable, as some of the mountain formations of Honduras belong to groups which are known to contain coal seams, as has been always advocated by the Government geologist.

"According to the mining code of Honduras, coal deposits are the exclusive property of the State and cannot be denounced as other mineral-bearing deposits.

"It is to be hoped, however, that the Government in view of this important discovery will assist Mr. Penman to secure some of the coal lands and open up this hidden treasure in the natural resources of Honduras."

Only very meagre statistics are procurable respecting the actual state of the mining history of the country, and I must confine myself to the more important deposits at present working, based on reliable information furnished to me by Her Majesty's Acting-Consul at Amapala.

The following is a list of the principal mines worthy of mention:—

Name.	Situation.
The New York and Rosario Mining Company	Near Tegucigalpa
Monserrat Mining Company	Yuscaran
Zurcher Mining Company	Yuscaran
New Guayabillas Mining Company	Yuscaran
San Martin Mining Company	Choluteca
Victoria Mining Company	Choluteca
Dos Hermanos Mining Company	Choluteca
Gobernador Mining Company	Aramecina
Aramecina Mining Company	Aramecina
Conners Mining Company	Coray
Las Animas Mining Company	Tegucigalpa
Boquin Milling Company	Olancho
Retiro Milling Company	Olancho
A. Y. Placer Milling Company	Olancho
El Salto Mining Company	Santa Barbara
Camalote Mining Company	Santa Barbara
La Labor Smelting Company	Copan

Honduras is pre-eminently a mining country, and the hitherto non-success of many mining enterprises must be attributed chiefly to gross incompetence and often dishonesty on the part of their managers. The want of good internal communication is undeniably a serious drawback, which can only be removed by earnest and immediate endeavours of the Government to open up the remote districts of the country.

Former administrations, again, in their anxiety to foster and extend the mining industry, have made the mistake of conceding, in blind confidence, extensive tracts of land to applicants not in a position to turn their concessions to account and often actuated by dishonest motives; and the consequence of this indiscriminate and misplaced lavishness was that so-called syndicates and companies acquired their vast tracts of land, to the detriment of honest prospectors and legitimate enterprise. Some idea of the worthlessness of these companies may be formed, when it is stated that in the three years—1887, 1888, 1889, no less than 800 mines were denounced, and to-day perhaps hardly two or three of these claims have made a pretence of honest development.

The present Government is, however, popularly believed to discountenance and to be anxious to check these wholesale and harmful speculations, and if they adhere to that intention, and carry their restrictive policy to a successful issue, there can be little doubt that Honduras will, at no distant date, be in a position to compete with the foremost mineral producing countries in the world.

Considering the vast mineral resources of Honduras and the field they offer to private enterprise, the following translation of the Honduranian Mining Code, made by order and authority of the Government by Dr. R. Fritzgartner, Government Geologist and Director of Mining Statistics, published at Tegucigalpa in 1890, may be of some interest to the mining public.

MINING CODE OF THE REPUBLIC OF HONDURAS.

Title I.—*Mines and Mining Property.*

ARTICLE 1. The objects of this code are the mines of gold, silver, copper, platinum, quicksilver, lead, zinc, bismuth, cobalt, nickel, tin, antimony, arsenic, iron, manganese, molybdena, precious stones—whatever be the form of the bed or matrix in which they are found—provided that their development requires works and operations, which may be qualified as mining industry, according to the rules of the art of mining.

The extraction of coal and other fossils, not comprised in the foregoing paragraph, belongs to the owner of the soil, who shall only be obliged to give notice of the same to the administrative authority.

The regulations of Titles X, XII, and XIV shall apply also to these mines as regards to safety, order, and regulation of the works.

Art. 2. The minerals and precious metals, which are found as "float" on the surface of the soil, belong to the first occupant.

Art. 3. The minerals for building purposes or for ornaments, the sands, slates, argil, lime stone, kaoline, peat, marl, and other substances of that kind, which may be found in the uncultivated lands of the State or municipalities, shall be of common use for all individuals who may desire to apply them to building, agriculture, or to the arts, without prejudice of the right of the State or municipalities to concede them to persons by special contracts, which shall stipulate the extension, the condition, and the regulations under which they are granted.

Art. 4. The gold bearing and tin bearing sands, and any other mineral production of rivers or placers, shall be for free use, provided they are found in the uncultivated lands of any ownership whatever. However, when they are operated by permanent works, they shall be divided into mining claims.

NOTE.—The above paragraphs are revised as follows:—

1. Deposits of coal and other fossils, tin-ores, and precious stones, with the exception of opals, are the exclusive property of the State and cannot be denounced.

2. The executive power will promote the exploration of said mines in a manner which is thought most convenient.

(Amendment Law of March 9, 1885.)

Art. 5. The dumps, scoria, and tailing of abandoned mines are integral parts of the mines to which they belong; but as long as these mines have not become particular property, they will be considered as common property. Shall also be for common use the scoria and tailings of old reduction works, abandoned by their owners, provided they are situated on grounds that are not enclosed by fence or wall.

Art. 6. The existence of a mine being recognised, the surface grounds are subject to occupation of the extension necessary for the proper working of it, and as the development of the works may require for the establishment of storehouses, dumps, furnaces and machinery, for the extraction of the metals, houses for the use of workmen, and right of way to the public roads, not only for the transportation of the products, but also of the materials necessary for the development of the mine and the reduction of its ores. But the owner of the land is not obliged to allow the establishment of industrial or commercial enterprises for smelting or reducing.

The right of occupation shall be established only after payment, not only of the value of the surface grounds, but also of all damages which may be caused to their owner or to any other person.

Art. 7. The roads open for the development of a mine shall also be free for the use of all others existing in the same locality; in such case the expenses of maintenance shall be divided between them pro rata of the use they make of them.

Art. 8. Not only the superficial lands of the mine, but also those immediately surrounding, are subject to the use of said mine, for pasturing the animals necessary for its working, when said lands are unfenced and uncultivated; also the natural water-supply for the use of workmen and animals.

Those lands are also subject to denouncement to establish reduction machinery, and the works necessary for that purpose. All damages shall be paid or indemnity given, as in the case specified in Art. 6; and all the dispositions of the same article are applicable to this case.

Art. 9. The water proceeding from the subterranean works of a mine belongs to it.

Art. 10. Mines constitute real estate, distinct and separate from service land, even when both are the property of the same owner, and the ownership, possession, use, and enjoyment of them are transferable as in the case of other property, subject, however, to the special dispositions of this code

Art. 11. The materials and objects destined by the owner of a mine to the permanent working of it: as buildings, machinery, pumps, instruments, tools and animals, are integral parts of the real estate of the mine. But the animals and objects used for personal service, or for the transportation or trade of minerals, of products and of articles of necessity, the provisions for the workmen, and other personal property of the owners or lessees, cannot be considered as being part of the real estate of the mine.

Art. 12. Mines are not susceptible of natural division. Neither is it permitted to the partners in the ownership to appropriate to themselves exclusively one or more distinct parts. However, it is possible to divide the interests of one or more partners in parts.

Art. 13. The law grants the ownership of mines to individuals, with the condition of working them constantly, subject to the provisions of this code, and to the regulations established for its execution and for their conservation, their security, order, and hygiene; but the loss of this class of property, and its reversion to the State, takes place only in the cases expressly defined by the law.

NOTE.—Compare with Title I, the Decree of September 24, 1888, also Decree No. 27 of February 19, 1889, and Decree No. 34 of March 17, 1887.

Title II.—*Exploration or Prospecting.*

Art. 14. The right to prospect and to excavate in the grounds of whatever ownership, for the purpose of discovering mines, which Article 669 of the Civil Code concedes to individuals, can be exercised freely in lands not fenced in or not dedicated to agriculture.

Art. 15. To execute works of exploration in cultivated lands, the permission of the owner or administrator must be first obtained.

In case of refusal from the owner or administrator, the judge of letters, after hearing the interested parties, and also an engineer of mines, if he thinks it necessary or any of the parties require it, shall have power to grant or refuse the permission; and his decision shall be without appeal.

Art. 16. The permission granted by the judge in accordance with the provisions of the precedent article shall determine the number of persons that may be employed in the exploration, which shall be always conducted according to the following conditions:—

1. The prospecting shall be made necessarily when there are no crops growing on the grounds.
2. The prospecting shall not exceed one month, counting from the date of the permission.
3. The petitioner must previously give bonds, if the owner of the land requires it, to secure the payment of all damages which may result to the owner from the prospecting directly or indirectly.

Art. 17. Any person who shall have once obtained a permission from the judge to prospect certain grounds, shall be barred from asking a second permission to prospect the same grounds, under any circumstances.

Art. 18. If, from any just cause, the prospecting could not be performed at the time named, the permission may be transferred to a more opportune time, by virtue of a new decree from the proper authority.

Art. 19. The judge has no power to grant permission to excavate in houses, gardens, orchards, nor in any class of irrigated land, nor in dry lands planted with trees, or in vineyards.

Art. 20. No excavations, nor any other mining work, shall be opened at a less distance than 40 yards of an edifice or railroad, nor on any sloping ground or above or below any public way or canal whatever, without permission of the administrative authority, who shall grant it, if in the opinion of the respective engineer it is not deemed prejudicial, and who shall prescribe the measures of safety that the case may require.

In the same manner, and without prejudice of the provisions of the preceding paragraph, permission shall be asked from the respective military authority to execute said works at a less distance than 1,400 yards from fortified points.

The same regulation shall apply in case the work should have to be executed at a distance less than 100 yards from canals, aqueducts, watering places for stock, or any kind of water-course.

The violation of this article shall be punished by a fine of from 50 dol. to 500 dol., besides an indemnity due for all damages caused.

Title III.—*Persons who are Entitled to Acquire Mines.*

Art. 21. Any person qualified to hold real estate in Honduras has a right to acquire mines in all legal ways, excepting those who fall under the exceptions enumerated in the following article.

Art. 22. The following persons are prohibited from acquiring mines, or holding a part of, or an interest in them:—

1. Mining engineers paid by the State, who execute administrative functions in the branch of mining, within the district where they exercise such functions.
2. The governors of departments within the departments they govern.
3. Magistrates of superior tribunals and judges of letters to whom is committed the administration of justice in mining cases, within the territory of their jurisdiction.
4. Undivorced wives, and sons of the above-named officials, while under the father's authority.

This prohibition does not comprise the mines acquired before their appointment to the aforesaid offices, nor those which during the time that they hold it may have been acquired by inheritance by said functionaries, or their wives, or sons. Neither does it apply to those acquired by married women previous to their marriage.

Art. 23. The mine, or portion of a mine, or stock in a mining company, acquired in violation of the provisions of the foregoing article, shall be considered as vacant, and shall be adjudged to whoever may apply for or denounce it.

Art. 24. Outside of those persons and cases expressly excepted by law, no one shall be entitled by right of discovery or denouncement to acquire more than one claim upon the same vein or lode; but any qualified person can acquire by other means any number he may wish, without limitation.

Art. 25. Minors and adult sons of families can, without the consent of their fathers or guardians, acquire the mines they discover, and these shall be incorporated with their own industrial capital.

Title IV.—*Discovery of Mines, and the Method of Securing the Ownership of them.*

Art. 26. The discoverer of mines in grounds where no other one has been registered within a radius of one league, is entitled to three claims, continuous or discontinuous, upon the principal vein, and to two upon each of the other veins of his discovery.

The discoverer of a vein within the radius of one league of a registered mine is entitled to two claims, continuous or discontinuous upon said vein.

Those claims must be registered separately. But the discoverer is allowed to apply for a treble or double claim, which

can at any time be divided into regular claims, subject to the conditions specified in Art. 41.

Art. 27. Any person who shall have discovered mineral in a vein, or in any other kind of a deposit, shall make a declaration of his findings before the judge of letters of the department.

In his declaration he shall give his name and the names of his partners, if he has any, the most remarkable landmarks which characterise the site where is to be found the mine-opening, excavation, shaft or work, in which he found the mineral; a sample of it must accompany the declaration, and he shall mention the name which he desires to give to the mine.

The judge to whom is presented the declaration shall note on it the day and the hour on which it was handed to him.

Art. 28. The judge to whom the declaration is presented shall order it to be registered, and to publish the registry.

Art. 29. The registry is a complete copy of the declaration and its contents, and of the certification of the day and hour of its presentation made into the register book of discoveries, which each judge of letters shall keep.

He shall give a copy of this procedure to the party interested, if he asks for it, and the original shall be placed in the archives.

Art. 30. The publication of the registry shall be made by insertion in a newspaper of the department (if there be any), three times, at intervals of ten days.

If there is no newspaper in the department, the publication shall be made by means of copies posted for the term of 30 days upon the doors of the office of the judge, and on two of the most frequented localities.

Art. 31. The locator is obliged to uncover the croppings or vein of his discovery within 180 days, counting from the day of registry, by opening on the body of the vein a shaft of a depth of no less than 5 yards, and at its bottom a horizontal gallery of the same length, in order that it may be rendered easy to recognise the class of mineral, the extent, direction, and inclination of the vein, and other circumstances which establish the existence of the mine and serve to characterise it.

Art. 32. In case of a regular deposit, in bed or seam, the shaft should follow towards the greatest dip of the same and the gallery or drift shall extend in the direction of the same, and be of such shape as to show the floor and roof, so that it may be possible to note or recognise with accuracy the same characteristics or circumstances as in the case of veins.

Art. 33. In deposits, scattered or in masses, the locator shall make the same excavation as in the case of a vein, and always open the shaft and drift in the body of the deposit.

Art. 34. Having performed this work, the locator shall complete the registry by a petition directed to the judge of letters, in which he shall describe, from among the circumstances enumerated in the foregoing articles, which ones characterise his mine, and the direction towards which to measure his claim, stating the width he desires on both sides of the shaft, or whether he wants it

all on one side of it. The petition shall also be recorded like the denouncement.

Art. 35. The foregoing proceedings shall establish a provisional title of ownership to the mine, until the definitive title be constituted, upon petition of the locator or interested party, by the measurement of the claim, which shall be made by order of the judge in conformity with the provisions of Title VIII. But the contents of this provisional title cannot be used in any case as legal proof.

Art. 36. If the locator does not wish to receive a provisional title, and prefers in its stead a definite one, he shall express his wish in the petition for the ratification of his registry; and it shall be proceeded in this case according to the forms prescribed in Title VIII.

Art. 37. If the locator, after having made his shaft or performed the legal amount of work desires to open one or two more in different places in the vein, in order to better ascertain and determine the direction, dip, and other characteristics of it, and should, before the expiration of the first period of time, solicit a new one to execute this work and ratify his registry, or to make definite the title of ownership of his mine, another equal extension of time shall be granted, which shall continue after the expiration of the first, and he shall be subject, in regard to this new period, to the obligations and penalties established in the following article:—

Art. 38. If the locator has not excavated the shaft and gallery within legal time, or, having performed that work, and omits to complete his registry, he will be considered as having relinquished his right, and the mine shall be adjudicated to the first person who shall denounce it before the default has been corrected by the locator.

Art. 39. A mistake in any of the circumstances mentioned in the ratification of the registry may be rectified at any time, and the correction shall be entered in the registry. All of which is understood to be without injury to a third party.

Art. 40. In order that discoverers may be enabled to divide in three or two mines their treble or double claims, they shall comply, for each mine, with the conditions of ratification of registry.

Art. 41. Persons claiming a better right to a discovery must present their claims within the time granted to the locator for the ratification of the registry; and they will obtain no hearing if they do so afterwards.

Art. 42. He shall be considered the discoverer who first presents himself for registry, excepting the case wherein it is proved that there was fraud in anticipating the denouncement or in retarding its presentation of the first discoverer.

Art. 43. He shall not be considered as the discoverer of a mine who has found it while executing mining work by order, or while in the employ of another; and the person in whose name he was performing said work shall be the discoverer.

Title V.—*On Rights for the Exploration of a Known Vein.*

Art. 44. After a discovery is recorded any qualified person can ask for an extension to prospect the vein, during 90 days, in the direction he may indicate on the extension of the vein fixed by the discoverer, but no other individual is allowed to perform work or to acquire the rights of a discoverer on the grounds of that claim.

Those petitions shall be recorded in the register in the same manner as the declaration of discovery.

Art. 45. If two or more persons should present petitions of this class on the same line of vein, the first who has presented himself shall have the preference in location, the others following in the order of priority.

Art. 46. Upon his discovering a mineral deposit, the grantee of this class of claims is obliged to register, and shall remain subject to the other rules, respecting discoverers, established by Arts. 27 and following.

Art. 47. Should the grantee fail in finding mineral or cropping, or in registering within the time specified in Art. 45, he shall lose his rights; and the claim may be conceded to the first person who applies for in the meanwhile the former has not made any discovery, or failed to register.

Art. 48. If, after having performed well directed and sufficient work in relation to the time specified in Art. 45, the grantee has not been able to find vein-matter by reason of the ground being much covered up, or from other causes which cannot be imputed to him, and he wishes an extension of time, it shall be granted to him, after the report of the engineer upon the case and circumstances, but with the condition that the extension cannot exceed the original time.

Title VI.—*Abandonment of Mines and their Loss by Desertion.*

Art. 49. The miner who wishes to abandon his mine shall so declare in writing to the judge of first instance. The judge shall order the insertion of such declaration in the register, and its publication in the same manner and during the same time as the discovery. If there are mortgage debts against the mine, the miner shall notify the holders of his intended abandonment, and transfer his rights to them, should they demand it.

The first-mortgage creditor has the preference to the transfer of the mine to him.

Art. 50. In the meanwhile, if the mine is not abandoned in the manner prescribed in the foregoing article, it shall be considered as the property of the last occupant, who shall remain subject to all the charges and obligations inherent to the ownership it.

Art. 51. An abandoned mine can be registered anew by the first person who demands it, and who proves its abandonment by

the registry made of it. He who abandoned it shall also be admitted to registry when the term of the publication of abandonment is over.

Art. 52. The ownership of mines is lost by desertion, as stated in the following articles:—

Art. 53. Mines shall be considered deserted—

1. When, during one consecutive year, there shall have been no labour done by four workmen, at least, engaged in interior or exterior works executed for the exploration of the mine.

2. When the labour of four men having been interrupted at intervals without reaching the period of one year, the mine shall not have been worked during 400 days in two years, counted from the first day of suspension.

Art. 54. It is not necessary that the labour of four workmen required to improve and work the mine should be performed within the limits of the claim, provided that the work such as is performed outside of its limits shall promote its development as shafts, pits, or other works of this class.

Art. 55. No mine can be denounced as deserted during the four months following its desertion, provided that during those four months works have been maintained or resorted in it which are within the conditions of legal protection.

Art. 56. Desertion does not occur when the suspension of work on the mine results from unavoidable causes, as absolute want of workmen, war, famine, or plague, that affect the territory wherein the mine is situated.

Art. 57. The work in a mine can be suspended for two years without incurring desertion if those who have worked it for two years without interruption pay monthly in advance, from the beginning of the suspension, a local tax not under 5 dol. and not over 30 dol., the amount to be determined by the municipality every three years. The payment of this tax shall be equivalent as regards to the protection of the mine to the regular working of it from the time when the miner shall have given written notice to the judge of the day on which the suspension commences. Such notice shall be also entered in the register.

Art. 58. Failing to pay the tax for one single period the mine shall be considered as deserted.

Art. 59. Desertion shall be presumed when the indispensable dwellings or offices previously constructed for the service of the mine have been destroyed or rendered unserviceable by the influence of the weather, or when they have not been constructed during the year following the registry, except when the miner is owner of an adjacent claim, the offices of which may be used for the other also.

Art. 60. Several claims located in an old mining property can be worked as one if they belong to the same owner, or if belonging to several owners they have formed a company for the above purpose, and the judge shall authorise them to do so after having received full knowledge of the facts.

To obtain this authorisation it is necessary to express the

names and dimensions of the claims intended to be operated, the mechanical means which are intended to be employed, and the time at which the work is expected to begin.

It is likewise necessary to make evident the existence of a capital proportionate to the magnitude or extensions of the works which are proposed to be executed.

The judge will cause the engineer, if there is any, or, if there is none, an expert named by him, to inform him, after examination of said mines, as to the convenience of said works, the relation of the capital to the cost of the work intended, and the time needed to begin it, and he will in accordance with this report grant or withhold the authorisation petitioned for.

Art. 61. The privilege granted in the foregoing article shall be void:—

1. If the work is not commenced within the time fixed by the judge.
2. If the work mentioned in Art. 54 and Art. 55 has been suspended 8 consecutive months.
3. If the work, having been suspended for alternate periods of time, the claims should have been without work for 300 days in 2 years, counting from the first day of suspension.

Art. 62. This privilege shall also be void:—

1. By the dissolution of the company organised to perform the work.
2. By the transfer of any of the favoured claims to a person who does not work in company with the others.

But in this second case the transfer of title does not cancel the privilege as regards the other claims not thus transferred.

Title VII.—*How to Constitute New Ownership in Mines Deserted or Lost from Other Causes.*

Art. 63. A deserted mine can be registered by the first person who solicits it and proves legally its abandonment according to the following articles:—

Art. 64. Upon a legal declaration of desertion by abandonment the mine reverts to the State, and loses its boundaries and individuality, and shall be registered by anyone as a new mine subject to registry.

Art. 65. The person denouncing a deserted mine shall present, in writing, to the judge of letters the name of the place where it is situated, the facts upon which he bases his denouncement, the name of the mine if it is known, that of the mining district where it is found, the class of mineral, and other circumstances which individualise and distinguish it. He shall also give the name of the former owner of the mine if it is known, and those of the actual possessors of the adjacent mines, if there are any.

Art. 66. The judge having admitted the statement, shall summon the last owner and the owners of the adjacent mines, to

appear personally if they are known, and live in the mineral district or department, or the administrators of those mines, the owners of which live in other parts; and, in case neither the owners nor administrators can be found in the place, he shall notify the former by means of a notice posted for 15 days on the door of the judge's office, or inserted three times in a newspaper, if there is one in the department.

Art. 67. If no lawful contestant appears within the space of 10 days, counted from the date of the summons, the judge shall issue a decree declaring the mine deserted, and order the registry of the petition. If the interested party be outside of the department, the limit time shall be extended with due prudence.

The registry shall be made in a special book, and in the same form as for discoveries.

Art. 68. If a lawful contestant appears to oppose the demand or denouncement of desertion, the case will be proceeded with until it reaches a sentence, declaring desertion, and allowing the registry, or dissolving the denouncement.

Art. 69. If the person making the denouncement shall allow one complete month to pass without taking any of the measures required to obtain sentence or decree of desertion, he loses his preferred rights to register or acquire the deserted mines, against a posterior denouncer, who may have presented himself, or shall present himself claiming those rights, pending the delayed procedure.

Art. 70. The denouncer shall have 90 days, counted from the date of the decree of desertion and registry, to excavate the shaft and gallery or any vein of the claim denounced, as is prescribed for discoveries in Arts. 31, 32, 33, and 34, or to perform any equivalent work for the mine.

Art. 71. During that term of 90 days, the former owner of the mine who has failed to appear to oppose the denouncement, may present a petition to rescind the decree of desertion; but, in this case, he will have to prove judicially the illegality of the denouncement. After that time he shall not be heard.

Art. 72. The denouncer or new possessor of a deserted mine is obliged, upon demand of the last owner, to deliver to him, or pay at their just valuation, the machinery, tools, utensils, buildings, and other objects or works which said previous owner may have left in the mine, and which can be removed without injury to it.

Art. 73. The denouncer of an abandoned or deserted mine, which, on account of caving in or other causes, is in such condition that it cannot be operated, except by means of shafts or other preparatory works of great cost, shall be entitled to the same privileges as are conceded to discoverers, without prejudice of those which are due him on account of the kind of works he undertakes, and subject to the regulations established respecting those works.

Art. 74. The denouncement of mines made through the infraction of any law which imposes as penalty their loss, shall be subject to the proceeding established respecting the denouncement

of deserted mines, except in what may have been especially determined by the law.

TITLE VIII.—*Mining Claims and their Boundaries and what Constitutes a Definitive Title of Ownership.*

Art. 75. The ground which the law grants to a miner to develop his mine is called mining claim. A claim has an indefinite depth within the limits of its length and breadth.

Art. 76. In regular veins the claim shall consist, when in unoccupied lands, or lands not occupied by other mines previously denounced, of 250 yards of horizontal length, and of 100 yards to 200 yards at right angles, or in width, according to the inclination of the vein to the horizon.

Art. 77. The length shall be measured in following the course of the vein, and starting from the point of the cropping which the miner designates, so as to leave within the claim the works mentioned in Art. 31.

Art. 78. The width shall be measured upon a horizontal line perpendicular to the course of the vein.

It can be distributed on one or the other side of the vein, in the proportion that the miner desires. But if the neighbours oppose it, there shall not be granted more than 10 yards against the inclination of the vein.

Art. 79. To fix the width, the following scale shall be observed:—From 30 degrees to 45 degrees inclusive, 200 yards; from 45 degrees to 50 degrees inclusive, 165 yards; from 50 degrees to 60 degrees inclusive, 135 yards; from 60 degrees to 65 degrees, 115 yards; from 65 degrees to 90 degrees, 100 yards.

Art. 80. In irregular deposits or masses the claim shall form a rectangle, the horizontal section of which shall be equal in surface to a square of 200 yards a side.

Art. 81. In auriferous sands or tin-bearing sands, and others mentioned in Art. 4, the claim shall consist of 10,000 square yards, and can be in the form of a rectangle or square, or a series of squares in contact with one another in the form the miner desires, but without intervening openings or spaces. In no case shall the claim have a length of more than 300 yards.

Art. 82. The administrative authority shall see that two invariable points be fixed in each mining district, of which the line of union shall exactly represent the direction of the astronomical meridian.

Art. 83. In order to proceed with the locating and measuring of a claim, the neighbouring owners must be previously summoned to appear, as prescribed in Art. 68.

They shall have a term of 10 days to claim the preferred measurement of their mine or mines.

Art. 84. The priority of the declaration or denouncement of a mine gives a preferred right to have it laid out and measured over

more recent mines; but that right of preference becomes extinct if the mine is found deserted, even before it has been so declared.

Art. 85. The petition for measurement not having been opposed, or the litigation having ended by a final sentence, the judge shall order the engineer of State to execute the measurement, after having notified the parties of the day on which it shall take place.

Art. 86. Each of the interested parties shall have also the right to name before the judge an expert to witness the measurement and laying out, who will watch the operations of the person appointed by the judge, and who will make on the ground the observations and oppositions he may think proper in regard to the proceedings, data, and estimates.

Art. 87. The engineer shall previously examine the mine, and after having ascertained that it contains mineral or a vein, and that the legal amount of labour has been performed, he shall proceed to lay out the claim, distributing the measurement of length to one or the other side of the shaft, in the manner that has been requested by the miner in the ratification of his registry, or as he then desires, if there are no neighbouring owners, or if there are any and they make no opposition; but said shaft shall be always enclosed within the limits of the claim.

He should also collect samples of the ore, and mark out the points where he fixes the posts or boundary marks, that they may be firm, lasting, and easily found out.

Art. 88. Mines registered in claims, solicited to explore a vein on the continuation of another known mine, should be laid out if possible in such a manner as to leave no vacant space between the one or the other.

Art. 89. A claim must in all cases be continuous. If it should happen that there is not enough ground to fill up the measurement to which it is entitled by reason of the interposition of another claim, the first shall be restricted to the ground which is free up to the point of interposition, and its measurement shall not be completed by jumping over the interposed mine.

This is understood to be without prejudice of the regulations contained in Art. 104.

Art. 90. The engineer or expert shall make use of the magnetic north to fix the courses, and always, if possible, shall determine the position of the legal work, which they will have taken as a basis of their operations, with reference to landmarks easily perceivable on the ground, taking note of their distances. In those places where the astronomical meridian has been determined, the engineer should note carefully the angle of the magnetic declination.

Art. 91. The operation having been completed, the engineer or expert shall draw up a record of the proceedings, containing a description clear and circumstantial of the manner in which they were performed, and of their results, as well as of the observations or objections made by the assistant experts named by the interested parties.

This record, signed by the engineer himself, by the assistant experts, by the interested parties, and by two witnesses, shall be laid before the judge, who, finding it complete and in legal form, shall order its inscription in the register, and shall have the original placed in the archives and a copy given to the interested party; or he shall correct the faults or illegalities which he may discover.

Art. 92. If there should arise any disagreement between the engineer and the experts, upon any point of their examination, the judge shall appoint another engineer or expert who shall act jointly with those disagreeing; and if the new operation results in a majority of similar opinions, the inscription shall be ordered in conformity with the majority and in the manner laid down in the precedent article.

Art. 93. The proceedings mentioned in the preceding articles, shall be immutable and shall constitute a definitive title to the property of the mine, and it cannot be impugned, except in the case of an evident error of experts being found in the record, or of fraud and deceit. However, it can be rectified, on petition of the owner at any time in which are discovered new data which may serve to better determine the direction or dimension of the vein, provided no damage be caused to a third party.

Art. 94. It shall also be rectified, on the petition and at the expense of a miner who should locate in the limits, or vicinity of a laid out claim, and who should allege that it has a greater extension than that assigned in the title.

Art. 95. In rectification, the proceeding shall be the same as in the first location and measurement.

Art. 96. The miner is obliged to maintain and preserve the landmarks of his claim, and cannot change nor move them under a penalty of a fine of not less than 25 dol., nor more than 250 dol., without prejudice of the criminal responsibility of his action, if he has done it maliciously.

Art. 97. If, by accident, a landmark has fallen down, or has been destroyed, the miner shall inform the judge that he may have it replaced in its proper position after summoning the neighbours to be present.

Title IX.—*A Miner's Rights upon his Claim and Intersection of Mines.*

Art. 98. The miner is the exclusive owner within the limits of his claim, and in all its depth, not only of the registered vein or deposit, but also of all the other veins, cross-veins, and mineral substances, which exist or may be found in it.

Art. 99. But he is forbidden to follow or work them into some one else's claim.

Art. 100. Every trespass subjects him to restitution of the amount taken out, according to the valuation of experts, without prejudice of an action for theft, should bad faith be proven against him.

Art. 101. Fraud will be presumed when the trespass exceeds 25 yards.

Art. 102. In case of the crossing of a registered vein, the miner shall have the right to follow it from the point where it leaves the interposed claim, provided he is able to identify it, and to require, in conformity to the dispositions of Art. 139, the right of way through the interposed claim, or the right to use it for his purpose.

Art. 103. No one can be accused of trespassing upon a mine which has no claim laid out, nor visible landmarks, as long as it is not legally measured, or its old landmarks are not replaced.

Art. 104. The owners of adjoining or neighbouring mines have the right to visit personally, or through an engineer or expert, named by themselves or by the judge, the adjoining mines, when they fear that a trespass has been committed, or is about to be committed, or that any damage whatever is to result, such as an inundation or other damage of that kind, or when by such inspection they believe that they can obtain knowledge which may be useful to them in the prosecution of their respective works.

When the visit has been solicited by reason of suspicion of trespass, or through fear of inundation, the engineer or expert can take measurements of the works adjacent to the mine of the solicitor.

Art. 105. Groundless refusal, the concealing of the work, or any obstacles or difficulties placed in the way of inspection and examination shall be considered as a presumption of bad faith in the trespass.

Art. 106. If the measurements taken by the engineer or expert named by the judge result in proving a trespass, the judge shall order a temporary suspension of the work at the intercrossing and affix seals upon the points of division, while the interested parties carry their cases before the proper tribunals.

Art. 107. If the miner in his underground works should have passed the limits of his claim, he shall have the right to enlarge or increase it in the direction in which he thus went out of his limits, and in extent equal to that which might have occurred horizontally with those works, provided that such extension be in vacant lands, or on lands of an abandoned or deserted mine.

The proceedings in regard to this extension shall be the same as for measurement and laying out of claims.

Title X.—*Conditions to which is Subject the Working of Mines.*

Art. 108. Mines must be worked and operated according to the rules of the art of mining, and to the regulations of security and order laid down by the President of the Republic.

Art. 109. In order to carry out the dispositions of the precedent article, the mines shall be the subject to the inspection of

the administrative authority, who shall prescribe the time and manner of inspection, as he may judge convenient.

Art. 110. The miner or occupant must place at the disposal of the engineers or experts appointed to visit the mine or its works the articles necessary for that inspection.

He must in the same time show them the books, the plans, the roll of labourers and other data which may serve to make a complete showing if they desire it.

Art. 111. The owners or administrators of mines must keep their works well ventilated, so that the labourers shall not be choked or suffocated by the accumulated gases or unwholesome air, or by the infiltration or accumulation of water.

Art. 112. The owners or administrators of mines are forbidden under a fine of 50 dol. to 500 dol., without prejudice of an action, either civil or criminal, in case of accident, to allow work to be done in places where lamps are burning with difficulty, or are extinguished from the want of sufficient air.

They are also forbidden, under a fine of 25 dol. to 150 dol., to allow work to be carried on in the dark.

Art. 113. Miners are obliged to secure the roof and sides or walls of their works in headings and levels, used for carrying ore or material, by means of timber, masonry, or broken stone walls, &c., as the softness or hardness of the work or nature of the ground may require, under a penalty of 50 dol. to 250 dol. for the first offence, and for the second of the loss of the mine, if, having been requested by the Governor, they fail to execute the work judged to be necessary for its safety, in the time which may have been specially designated in accordance with the engineer's report.

Art. 114. The owner of a mine whose deepest workings have caved in is obliged to clear them out until the continuation of said works can be carried on, under a penalty of 50 dol. to 250 dol. for the first offence, and for the second, the loss of the mine, if he does not begin and conclude this work within a period fixed by the Governor according to the examination and report of the engineer.

If, by failing to apply the proper means of drainage, any lower mine shall suffer damages, the miner shall indemnify the injured owners, according to valuation of experts.

Art. 115. The drainage of a mine, by means of works of a lower level, cannot be done without permission of the Governor. In this permission, which shall be given upon previous advice of the engineer, the proper precautions to avoid accidents shall be determined.

Any infraction of this article shall be fined 25 dol. to 150 dol., without prejudice of civil or criminal responsibility in case of accident.

Art. 116. In all headings the inclinations of which exceed 35 degrees, there shall always be a railing, solidly built, to facilitate the entrance and exit of the labourers. If the average inclination of those works reaches to 40 degrees, there must be, besides

the railing, a series of footholds in the rock itself, or made artificially.

Any infraction of the present article shall be fined from 25 dol. to 50 dol.

Art. 117. The ladders placed in the transit shafts shall be constructed with a view to the safety of the miners. Any infraction of this article shall be punished by the same fine as that specified in the precedent one.

Art. 118. If the workmen have to go down into the mine, through shafts, in cars or cages, the owners shall use cables of first quality, and apply the apparatus of safety which, to avoid accidents, the Governor shall prescribe, upon previous advice of the engineer.

Art. 119. In the working of the mines, safety fuses shall be used for firing powder. In the loading of blasts, only ramrods with points made of soft iron, or copper, or any other material which does not produce sparks by striking, shall be used.

Art. 120 The employment of women, or of children under 12 years of age, in the interior of a mine is prohibited, under a penalty of 10 dol. to 25 dol.

Art. 121. The damages caused to a mine by the works of operating another shall be paid by the owner of the latter, upon a just valuation made by experts, without prejudice of any penalties to which such damages may have given rise.

Art. 122. When, from the visit of inspection of a mine by the commissioned engineer, it shall appear that the life of the workmen or the security of the works are in jeopardy from any cause, he shall dictate the measures necessary to remove the cause of danger. Should any reclamation be made, the Governor shall hear the report of one or more engineers, employed at the expense of the interested party, and he shall decide in accordance with the opinion of the majority.

If the report of the first engineer shows that there is immediate danger, he shall order the temporary suspension of the work, any reclamation to the contrary notwithstanding.

Art. 123. If by any accident occurring in a mine, there shall be caused the death or great injury of one or more persons, or the safety of the miners should be compromised, the owners, directors, or administrators must, under a penalty of 50 dol. to 200 dol., give immediate notice to the alcalde (mayor) of the municipality, who, together with the engineer or expert who may be in the place, shall proceed, without delay, to make a summary investigation of the occurrence and its causes, and to take the proper measures to avert the danger and its consequences.

To this end he will have the power to use all the tools, the workmen, and the animals belonging to the mine, and anything that he may judge necessary, in order to attain his object. Said alcalde shall also inform immediately the Governor and the respective judge of what has occurred.

Art. 124. The penalties which are established in this code shall be imposed by the judge.

Title XI.—*Works of Excavation and Assistance which Miners owe to each other.*

Art. 125. The miner who desires to operate his mine by means of drifts, shafts, or inclines, can prosecute his works without previous permission, within the limits of his claim, or outside of them, if the ground is not occupied by other miners.

Art. 126. If, to carry on these works, it should be necessary to commence them in somebody else's claim, or to cross it in all its breadth, or only on a portion, and no arrangements could be made with the owner, the miner must solicit permission from the judge.

The judge will grant it, if, in the opinion of the engineer, the following circumstances are made manifest:—

1. That the work is possible and useful.
2. That it cannot be performed on any other point without incurring far greater expenses.
3. That the working of the mine which the excavation has to cross is not rendered impossible or very difficult.

Art. 127. Each of the parties can also name an expert to proceed jointly with the one appointed by the judge, and the judge shall notify them, beforehand, of the day on which the examination of the grounds will take place.

Art. 128. If any disagreement should arise between the engineer and the experts it shall be treated as described in article 94.

Art. 129. The judge, in granting the permit, shall determine the course of the excavation or work, and the maximum of extension which can be given in the other claim, from the opinion of the engineer and experts, and the miner has to conform strictly to that course and extension in the prosecution of his work, otherwise he will have to ask for a new permission, which cannot be granted without the advice of the engineer. However, such permission shall not be needed when the variation is accidental and occurs in order to avoid the difficulties which are encountered in the work.

Art. 130. Before commencing the work of excavation the miner shall give bonds to the mine which he intends to cross.

Art. 131. The owner of the crossed mine must not interfere with the shaft or drift which crosses it, nor with its supports; neither can he extract minerals any nearer than two yards, unless he constructs supports, according to regulations. But the miner shall reimburse him the expenses which may be occasioned by this compliance with the rules.

Art. 132. If the party who thus excavates encounters a vein in another claim, he cannot operate and work it, and is allowed only to follow his own excavation across it; and he shall deliver the ores to the owner, after having deducted the cost of extracting them, but he can register and acquire the veins which he

may find in vacant ground, by filling the conditions required of discoverers.

In this case the measurement and laying out of the claim will be made on the surface of the ground.

Art. 133. If the party who excavates desires that his works should cross abandoned or deserted mines, he can take possession of them and protect them by the simple fact of his working the excavation, after having denounced and registered them.

Art. 134. In order that the mine or miners should be considered as protected by the works of the excavation, it is necessary:—

1. That it should be shown by the report of the engineer that the excavation, or a part of it, is worked in the direction of said mine, and that its development by that means is possible and useful.
2. That in the prosecution of the work, the excavation does not vary from the course determined, except in the accidental case indicated in article 132.
3. That in the work of excavation, the number of workmen specified for holding mining property shall be maintained, and all other conditions complied with.

Art. 135. The owners of mines which may be drained by the excavation, or the operation of which may be facilitated by it, shall pay to the party who works said excavation, and upon valuation of experts, either the value of the benefits received, or the cost which might accrue, if said benefits were obtained by other means. This disposition applies to drainage by means of shafts.

Art. 136. Mines can be used to facilitate the ventilation of those which may need it, and to allow the underground drainage of other mines in the direction of the general drainage. On the surface they cannot stop the necessary transit, and, on the surface as well as underground, they must render to one another those services which, without detriment to any, may be of benefit to others.

This is understood to be with payment for damages, to be appraised by experts.

Title XII.—*State Engineers and Mining Experts.*

Art. 137. For the administrative service of mines, there shall be, in each mining district, one State engineer who will see to the execution of this law in regard to the safety, order, and regulation of the works, and promote the advancement and progress of mining.

Art. 138. The State engineer shall also attend to the laying out of claims, and to all the acts and relations of miners which might affect the proprietary rights of the State over mines or its direct interest in their operation.

Art. 139. Where there is no State engineer, or in questions or particular indemnities, or other cases in which the State has no interest, the judges or administrative functionaries can appoint experts, selected among the mining engineers, bearers of diplomas, or in default of them, among the most honourable, creditable, and competent miners.

Art. 140. The organisation of the corps of engineers, their attributions and their duties, shall be regulated by decree of the President of the Republic.

The President of the Republic shall also determine, after consultation with the respective municipalities, the limits or extent of the mining districts.

Title XIII.—*Alienation and Prescription of Mines and Sales of Minerals.*

Art. 141. Mines can be alienated between living persons, or conveyed in case of death, in the same manner as any other real estate.

Art. 142. The original property of mines is acquired by legal registry; and after this has been accomplished, the registered mine remains subject to the rules governing recorded property.

Art. 143. For the transfer of laid-out mines, and to constitute vested rights in them, there shall be kept in each department a special recording register, placed in charge of the judge of letters. It shall be kept in the same manner and under the same rules as the recording register of real estate.

Art. 144. The transfer of the mines the registry of which has not been completed, or respecting which a definitive title of property has not been secured, will be done by inscription in the register of discoveries.

Art. 145. The sale of mines shall not be held as complete whilst a public deed has not yet been granted. However, the private writing of contracts of sale shall hold good as a promise to complete and legalize them.

Art. 146. The time of possession necessary to acquire the property of mines by prescription is only 2 years in the ordinary prescription and 10 years in the extraordinary.

Art. 147. There shall not be allowed, in any manner, recovery of minerals bought in the stores of mines, or from a well-known miner, or in the presence of the judge, or witnesses not employed by the buyer, or by means of a certificate of the proper authority of the district whence the mineral proceeds, stating that the vendor actually works a mine producing the same mineral as that sold, or that he has acquired such minerals by legal right.

Art. 148. The purchase of stolen mineral accomplished without the conditions of the precedent article, subjects the buyer to the presumption of concealing stolen property.

Art. 149. In this last case it will be sufficient for the claimant to prove that he has been robbed of minerals, and that the ores he claims are similar to those produced by his mine.

Title XIV.—*Hiring of Workmen by Time.*

Art. 150. The contract for hiring the services of workmen for more than 1 year shall be made in writing, but the workmen shall not be obliged to stay in service more than 5 years, counted from the date of the contract.

Art. 151. If no time has been stipulated, the services may cease at the option of either party. Nevertheless, in the case of overseers, mechanics, or other operatives of the same class, either party must give notice to the other of his intention of cancelling the contract, although no condition to that effect had been stipulated, at least 15 days before.

Art. 152. If the workman engaged for a determined time, with a notice stipulation, should leave suddenly without serious cause, he shall pay to his employers an amount equal to 1 month of his salary, or the salary equivalent to the time of notice stipulated, or to the days needed to accomplish it, respectively.

Art. 153. The employer who, in the same manner, should dismiss the operative, shall have to pay him a similar sum, besides the travelling expenses of coming and going, if, to engage his services, he made him change his residence.

Art. 154. Shall be considered as serious causes on behalf of the employer, inaptitude, disorderly conduct, or insubordination of the employé, or the fact that the latter has become unfit for work, from any cause, for more than 1 month.

The employer, however, shall take all necessary care of the employé who shall have been hurt, or who has become sick in the service of the mine, or who has been disabled from an accident which may have occurred in it.

Art. 155. Shall be considered as serious causes in favour of the employé, bad treatment on the part of the employer, or the failure to pay his salary at the time specified or usual.

Art. 156. The employé who shall run away, after having received an advance on his salary, without giving it back, shall be guilty of fraud for the sum defrauded.

Art. 157. The books of the mine shall be admitted as evidence when kept regularly by an employé, and not by the owner—

1. In regard to the amount of salary.
2. In regard to the payment of the salary and to the time expired.
3. In regard to the amount advanced to the employé for account of current month.

Art. 158. Are not subject to the precedent dispositions, the contracts made for the performance of a special work, nor those which refer to the service or the overseers, of the book-keepers, or other employés of this category, although these may have been contracted for a specified time.

Art. 159. The salaries and wages due for the current month to the workmen and other employés of the mine, the controller

included, shall be paid in preference to all others from the products of the mine. Even the utensils and tools can be sold for that object.

As for the other property of a bankrupt miner the salaries and wages of the labourers and employés shall have the same preference which is granted by common law to those of clerks and servants.

Title XV.—*Mines Owned in Society or Community.*

Art. 160. The mine or portion of a mine brought in as property or usufruct shall not be understood as regards to third parties as belonging to the society, unless such fact has been inscribed in the proper register.

Art. 161. Should there be no stipulation, the administration of the society or community belongs to the associates or joint holders who may have the right to vote in the meetings, but the number of administrators can be restricted, and even a third party can be in charge by agreement of those interested.

Art. 162. The administrators shall exercise the same functions which the law confers upon the administrators of civil societies.

Art. 163. The administrators are obliged to keep account books, in which shall appear clearly and specifically the investments and products of the mine. The other associates or joint holders shall have the right to examine those books whenever they deem it convenient.

Art. 164. Unless it is otherwise stipulated, the members may alienate their shares, even without consent of their associates, as if their existed no contract of society.

Art. 165. The distribution of the gains or proceeds shall be made monthly, and in values, except in case of agreement or stipulation, or in specie, should one or several of the associates or joint holders, representing more than 30 per cent. of the social capital, require it.

Art. 166. But in the case of exception of the preceding article, the administrators shall have the power to alienate a sufficient quantity of ores to cover the working expenses and those which may occur during the following month, unless the associate or joint holder should wish to pay in money the present and anticipated expenses.

Art. 167. The amount and extension of work to be executed in the mine, with the proceeds derived from it, shall be determined by a majority of votes; but a unanimous vote shall be necessary to carry the works beyond what is prescribed in regard to mines which give no proceeds.

Art. 168. In no case can an associate be compelled to contribute to the erection of reduction or smelting works to treat the minerals extracted from the mine, unless it is stipulated otherwise.

Art. 169. If the mine should not give sufficient proceeds the associates or joint holders cannot be obliged to contribute more than their corresponding share in the expenses of investigation outside of those necessary to secure the safety of the mine, and the maintenance of the works specified in Title X.

Art. 170. Should any of the members wish to undertake in the mine more expensive works, the usefulness of which should have been shown by experts, he can solicit from the judge an authorisation to carry them into effect, and may reimburse himself for the amounts expended, with commercial interest, from the first proceeds of the mine.

Art. 171. The associates or joint holders are obliged to pay four months in advance, or in the manner agreed upon or determined, the share assessed against them in the expenses of the mine as agreed upon or stipulated.

Should any of them have failed to pay, and having been requested by any of the contributors, and not present himself to make payment within 15 days, they can request that the delinquent be considered as having abandoned the community or society, and that his share in the mine accrue proportionally to that of those who have paid their assessments.

Even if there had been no previous agreement or stipulation in regard to the amount of expenses, the same right shall exist in regard to those necessary for the preservation of the mine.

Art. 172. The demand on the delinquent member shall be done judicially and in person if he resides in the department where the mine is situated or has a known representative therein.

If he does not reside in the department, and has not therein a known representative, it shall be sufficient to publish the demand three times at least, at intervals of 10 days, in one of the newspapers designated by the judge, if there is any in the department, or, if there is none, by placards, which shall be posted within the same intervals on the doors of the judge's office.

Art. 173. The members or joint holders in whose favour the increase shall have been declared, must inscribe in the recording register of mines the portion which has fallen to each.

Art. 174. If there exists a stipulation to work in the mine for a specified time, the members who have contributed have the option between the right of increase, established in the preceding article, or legal prosecution to compel the delinquent to pay his assessment.

Art. 175. The member or joint holder who, without previous consultation with his co-associates or joint holders, shall have executed, at his own cost, the works necessary for the preservation of the mine, shall have only the right to claim from them, proportionally, the reimbursement of his expenses.

Art. 176. In the meetings of the members or joint holders, those shall have a right to vote who own a share or a portion of a share, representing at least one-fourth per cent. interest in the ownership of the mine, unless it is otherwise stipulated.

Those who possess minor but uniform shares, can unite to cast as many votes as they can form a sufficient amount of shares.

Art. 177. At the meetings and deliberations of the members or joint holders, legally convocated, the majority of votes of those present shall decide.

The votes shall be counted according to the interest or portion owned by each of the voters in the community or society; but the vote of one alone can never form a majority, but a tie.

Art. 178. In the case of ties the judge shall decide, taking into consideration the equity between the interested parties and the interest of mining.

Art. 179. The notification of meetings shall be made to all the members or joint holders, at the instance of any of them expressing the object of the call, and which must be made in the same form prescribed for notifying delinquent members or joint holders.

Art. 180. Even the member or joint holders who are not entitled to vote shall be called; but a personal convocation shall not be necessary for them; a call through newspapers or posters shall be sufficient.

Title XVI.—*Advances to Mines.*

Art. 181. By contract to furnish advances, a person obligates himself to cover the expenses caused by the working of a mine, and to repay himself only from its proceeds.

Art. 182. Contracts for advances must be in writing, and they will have no effect in regard to third parties unless they are drawn as a public document and recorded in the register of constitution of vested rights in mines.

Art. 183. Advances may be contracted for quantities or for a determined time, or for the performance of one or more works in the mine.

Art. 184. If the contract does not specify the time or quantity of advances, the contracting parties can cancel it whenever they deem it convenient.

Art. 185. The miner can at any time stop the furnishing of advances by transferring the ownership of the mine to the party advancing money, and the latter by renouncing his credit for advances already made.

Art. 186. It can be stipulated that the payment of what is due to the party advancing money may be made in bullion, at the price agreed upon by the interested parties, or appraised by a third person, as in the case of sales or in cash, with the premiums which may be determined.

Art. 187. It may also be stipulated that the party advancing money may become owner of a portion of the mine in payment of his advances. In this case the contract will be governed by the dispositions which regulate mines in society or community.

But if the advancing party using the right granted by Art. 188 should stop the furnishing of advances, the portion of the mine of which he became owner, in virtue of the contract, shall revert to the ownership of the miner, without encumbrances or obligations on the part of the latter.

Art. 188. The advances must be furnished by the party advancing, at the time stipulated, or as the works may require; and if, after he has been requested, he refuses to pay the expenses, or delays such payments to the detriment of the works, the miner shall have the option between making a demand in the usual manner in such cases, or receiving money from another party for account of the party advancing, or contract with another whose account shall have preference of payment.

Art. 189. If the miner invests the money or supplies advanced by the party for a purpose other than was intended without his consent, he will be guilty of abuse of confidence, and the contractor shall have the right to assume the administration of the mine.

The party advancing shall have the same right, if, the mine being insolvent, it could be proved to the miner that the administration of the mine is careless and too expensive, in spite of the advancer's representations and reclamations which he may have made against those abuses.

Art. 190. If, at the expiration of the contract for advances, the mine should be found insolvent, the party advancing shall have the right to retain it, and to continue his advances under his own administration, until he can repay himself, in preference to all other creditors, excepting the holders of anterior mortgages, not only for what was due him, but also for the new advances with the premiums and in the manner stipulated in the contract.

Art. 191. If the mine is in the position indicated in the precedent article, and the party advancing does not wish to continue his advances, the miner shall have the right to contract with other parties, whose accounts shall have preference over the previous ones.

Title XVII.—*Sequestration of Mines.*

Art. 192. When the sequestration of a mine or of its products occurs sufficient property shall be set aside to pay the expenses of the working. The owner or holder can raise the sequestration by offering security or mortgage to answer for the restitution of the mine, or of said products; but in that case, the sequestrator can claim the appointment of a controller, who shall see that the works are conducted fairly and legally, and who shall keep an account of the expenses and proceeds of the mine.

Art. 193. If the proceeds of the sequestrated mine are not sufficient to pay its expenses, and the sequestrator refuses to furnish the necessary funds for that, the mine shall be returned to the owner until a definite sentence is reached in the suit which caused the sequestration.

Art. 194. The sequestration of the products of a mine cannot be decreed in an ordinary suit, but only after hearing the parties, and in virtue of a title, giving rise to a presumption of ownership or right of the sequestrator, until contrary proof is presented.

Title XVIII.—*Seizure of Mines.*

Art. 195. In executory judgments, neither the mine of the debtor, nor the tools or provisions introduced for its operation, can be attached or alienated, unless the consent of the miner is expressed in said judgments; but execution can be effected against the minerals on hand which have been extracted from the mine.

Art. 196. If the proceeds of those minerals and of the other effects attached are not sufficient to pay off the debt, the creditor shall have the right to take the mine under his administration as a pledged property, until he can pay himself with the proceeds from it.

Art. 197. The creditor to whom the mine is delivered as a pledge must administer it with the same care and under the same obligations imposed by the law to the associate administrators.

If the mine does not produce enough to pay the expenses of economical and legal operations, he can ask the judge an authorisation to make advances, and he shall then enjoy the same rights granted to parties advancing, not only as regards the quantities invested in such advances and the commercial interest, but also as regards his original credit.

Art. 198. Whilst the mine remains in the possession of the creditor, the miner shall have the right to visit it, to inspect the works, to examine the books and vouchers, either personally or through his representative, and to make the observations and corrections which the keeping of accounts and the system of work may suggest to his mind. He may also solicit the appointment of a controller with the powers conferred in Art. 195.

Art. 199. If the creditor does not work the mine according to the legal requirements, or if it should be shown that his administration is fraudulent, or that it is careless and unduly expensive, although he may have been warned against such an abuse, he will lose the right of administration, and he shall only be allowed to require the appointment of a controller, who shall be in the same time the receiver of the products of the mine.

Art. 200. In the cases of insolvency or bankruptcy of mines, the creditors shall be asked to take on their own account the administration of the mine; and those who will consent to this shall have the same rights and obligations established in regard to executors.

This is understood to be without prejudice of the rights granted to mortgage holders or parties advancing. The mortgage holders or preferred creditors of the mine shall have a preferred right to have the administration of the mine confined to them.

Final Title.—*Observance of this Code.*

Art. (final). The present code shall enter in force on January 1, 1881, and on that date all pre-existing laws or special ordinances on mining, even those which are not contrary to its disposition, shall be abrogated.

On September 24, 1888, the foregoing code was supplemented and explained by the following decree :—

The President of the Republic of Honduras, by virtue of the powers vested in him by Art. 48 of the Constitution, and by Act of Congress of December 23, 1887, decrees :—

Art. 1. By means of denouncement, as established by the mining code, or by concession of the Government, is acquired the possession of mines, working grounds, mineral zones, reduction-work sites, mill sites, and water privileges, necessary for the utilisation of their products, as well as other uses.

Art. 2. Therefore, those who have lawfully acquired these rights, previous to the issuance of this decree, or who may acquire them by the same methods in the future, shall be considered as their sole owners and proprietors.

Art. 3. Ownership in sites for reduction works or mills, superficial concessions and water privileges, shall be governed, as to duration, by the same laws and conditions as those relating to mines ; it being necessary, in the denouncement of the former, to observe and follow, as far as adaptable, the rules and regulations governing the denouncement of the latter ; and the title granted, either by method of denouncement or concession, shall be recorded, as are recorded all deeds for real estate, and shall be considered full and sufficient proof of ownership.

Art. 4. Mill sites and superficial concessions, intended for the establishment of reduction works, or for the development of mines, shall belong exclusively to those to whom they have been granted, and they shall have full right to ask for their disoccupation, on the part of those who have already or may establish hereafter works thereon, such as farms, fields, dwelling houses, or anything of that class. In case such works or buildings have been placed by authority, or with the knowledge or consent of the rightful owner or proprietor, then their value shall be carefully ascertained by experts, and their owners be indemnified for the same ; but in case such works or buildings have not been so placed or located, then no indemnity shall be necessary.

Art. 5. When sites for reduction works, mill sites, superficial concessions, mineral zones, and water privileges belong to owners of mines, they shall have them as accessory holdings, with full ownership, use, and possession of the same.

Art. 6. Reduction sites which do not belong to owners of mines shall be denounceable when abandoned, and the method of denouncement shall be in the same form as that prescribed for abandoned mines.

Mills or other establishments for the reduction of ores shall be considered as abandoned when the buildings are unroofed, and

when they do not contain either machinery or tools, and there is not on the ground serviceable lumber for their repair; although the walls of the building or buildings should still remain standing, and even without these reasons or facts they shall still be denounceable and adjudicable, when no formal work shall have been executed there for two consecutive years.

In every case, however, of the denouncement, on account of abandonment of reduction works or other establishments, to which this and Art. 5 refers, the denouncer must recompense the former owner, the valuation to be made by experts, for everything which, although attached to the soil, may be made serviceable by repair; or the former owner shall be permitted to utilise the same, provided he can so do without notable harm to the succeeding works, or he may remove them provided he should so within the time which the authority, admitting the denouncement, shall assign.

Art. 7. At the expense of those interested, there shall be published in any newspaper of the capital an extract of each petition made to the Government for the purpose of acquiring any of the vested rights mentioned in Art. 1, and the judge of letters, in whose jurisdiction said rights may be located, must be officially notified of the fact, and the priority of the petition made to the administrative or judicial authorities shall serve as a base for preference in their adjudication, in case of conflict or opposition between concessionists, or between them and denouncers.

Art. 8. Every concession of mineral zones shall lapse if within two years, dating from their being granted, no formal work shall have been begun, in the form and under the conditions established by the respective code; but the executive power can grant or excuse delays, grounding or basing on the greater or lesser probability of such work being established.

Art. 9. Whenever a mine owner, having several claims in the same district shall work one of them on a large scale, and on account of the scarcity of labour, or the lack of some other element, shall be impeded in the simultaneous working of the others, the Government, being informed of the cause, shall be able to grant him protection in the ownership of said claims for a determined time.

Art. 10. If the reduction works are to be established on private lands, by private agreement and without making use of the rights mentioned in Arts. 6, 7, and 8 of the mining code, and also in the decree of March 19, 1885, then those interested shall have only the rights which may have been granted them by the respective proprietors of the lands, and they shall also arrange with said parties privately in regard to wood and water privileges which they may wish to make use of on the lands of the latter, or of any materials that they may desire to take from the same.

Art. 11. Every owner of mines, without paying any tax or fees, shall have the right to make use of the timber on Government or municipal lands, and shall also have free use of the

necessary water, not granted already to others, or any materials which may be necessary for the prosecution of his works.

Art. 12. If various parties should solicit, at the same time, sites for working grounds of mines, and there should not be sufficient space for all, then preference shall be given to those having the largest capital, and who shall give guarantees of working on a large scale; and also, under the same circumstances, attention must be paid to priority of time in the petition.

Art. 13. Any question that may arise between millowners, or between them and private parties, or towns, with regard to the use of water, the cutting of wood or timber, or the use of other materials, or with respect to the boundaries of mines, reduction works, mineral zones, or superficial concessions, or with regard to the occupation of the same, shall be submitted to the decision of a board of arbitrators, which shall be formed in the following manner.

Art. 14. Before the judge, who has to be acquainted with the question, each contending party shall choose a representative, with the power to act as arbitrator. The arbitrators thus named shall choose a third, and, in case of not being able by reason of disagreement to do so, said third arbitrator shall be appointed by the judge. In case one of the contending parties should not wish to respond to the demand for arbitration, or, responding, should refuse to appoint a representative with the quality of arbitrator, then the judge, in such default, shall himself appoint him; but in every case the arbitrators appointed must be capable men.

Art. 15. The tribunal of arbitrators being organised, it shall hear the litigants, who will bring forward the documents and proofs which they may consider necessary, together with the arguments in their behalf; and said tribunal shall proceed with good faith, truth, and care, but without subjecting itself to the rigorous process of ordinary law proceedings.

Art. 16. When said tribunal believes that the contending parties have had full and fair opportunity to present their cases, it shall give the decision which it believes to be just, and from such decision there shall be no appeal.

Art. 17. The proceedings must positively be terminated within one month, except in case that one or both of the contending parties shall prove that some of their testimony or witnesses are outside of the Republic, and in such case tribunal may extend the proceeding for a period, which shall not exceed 3 months.

Art. 18 The arbitrament, being arrived at, shall be remitted, with the reasons therefor, to the respective judge, who shall execute it, and he shall fix the fees which the contending parties must pay to the arbitrators; and these latter will make a statement of the expenses incurred in the prosecution of the case, and the litigants are not allowed to question neither the accounts of the arbitrators nor the fees fixed by the judge.

Art. 19. Suits, however, which shall have been in process of trial in the points indicated in this decree, but prior to the

emission of the same, shall be terminated in the tribunal to which they were brought, notwithstanding Arts. 13 and 19 of this decree.

Art. 20. By this decree shall be tried and adjudged all disputes with regard to mines and other property of which Art. 1 treats (except those mentioned in Art. 19), the same having been acquired judicially or administratively before and subsequent to its emission; and said decree shall take effect from the date of its emission; all present law, however, bearing on the same points, and that do not come in conflict with it, shall remain of full force and effect.

Given in the Government House, at Tegucigalpa, on September 24, 1888.

LUIS BOGRAN.

By the President:
FRANCISCO PLANAS, Secretary of State.

To further encourage the mining industry in Honduras two decrees have been issued, one on November 18, 1882, and the other on March 17, 1887, granting several exemptions and privileges of importance to miners and other persons connected with this business.

The text of both decrees reads, respectively, as follows:

DECREE of November 18, 1882.

Whereas the mining industry is daily acquiring greater importance, and whereas it therefore becomes necessary to favour it, in order that it may attain in as short a time as possible all the development and perfection of which it is capable, therefore the President decrees:—

Art. 1. Honduranians or foreigners who, associated together or as private individuals, engage in the bona fide working of mines which have first been duly enrolled shall enjoy the following concessions:

1. To export free of duty the silver, gold, copper, &c., which they produce.

2. To introduce free of duty and of every kind of imposts machinery for raising weights, stamping and grinding ores, for extracting the metals therefrom, for working iron and steel, and sawing timber, &c., whether the said machinery be moved by steam or water, pumps to extract water, shovels, hammers, plantation knives, axes, drills, wedges, grindstones, machinists' tools, including forges, anvils, &c., powder of all kinds, exploders and fuse to produce the explosion, oils for illuminating and lubricating purposes, materials in bulk, such as steel for augurs, iron

in plates or bars or cast or the form of hoops, nails, spikes, screws, tubes of iron, bronze, copper, lead, guttapercha, &c., locks, hinges, ropes made of steel, iron, hemp, or other material, plates of pure or sheet copper, silver and copper in bars for smelting, bronze, tin, lead, quicksilver, or any other metal considered necessary to carry out the work, diamonds in bulk or with teeth, diamond drills if needed to drill rock, all the material used in the art of assaying ores, such as crucibles, smelting furnaces, chemical ingredients for mixing and analysis, or to be employed in the milling of ores, or to extract therefrom the gold, silver, and copper which they contain: the said ingredients may be acids, sulphur, metallic salts, &c., glass apparatus for chemical operations, stearine or sperm candles, and tents of cloth.

3. The right to use the woods and waters extant in public or vacant lands, without other restriction than such regulations of the Government or with its approval the respective municipalities may issue concerning the same; and

4. The operatives engaged in mines and mills shall be free from military duty during the time they remain thus employed, but they must engage to serve for at least six months, to which end the managers shall register with the respective departmental commanders the number of operatives which they may need.

Art. 2. The materials specified in Art. 1, must be ordered from abroad directly by the owners of the mines, or by the superintendents representing them, and they must send a copy of the said order to the Secretary of the Treasury (secretaría de hacienda). These articles shall be brought directly from the ports to the establishment of the mines, to which they belong, and the way-bill for the transit of the same, shall be extended by the administrator of customs and returned by the alcalde of the municipality in whose jurisdiction the establishments are situated.

Art. 3. The managers of the mines are obliged to construct a safe place for storage for powder and other explosives. Such places for storage will not be permitted within the precincts of human settlements.

Art. 4. The managers of mines shall not be permitted to sell the powder or other dutiable articles, which they have introduced free under these concessions, during the time they carry on their operations. The party who violates this rule shall be prosecuted as a smuggler, losing in addition the right of availing himself of the privileges of this decree. But the matriculated miners located in the same mining district, may in cases of urgent necessity make loans and sales among themselves, of such articles as they may require to continue their operations, after previously obtaining permission of the respective judge of the peace.

Art. 5. A mine being abandoned, its owners shall have the right to sell, at a price which shall not exceed the first cost, their machinery, tools, and all comprised in loose fixture (material volante), but before executing said sale, the owners must present to the Government an inventory of the existing material, that in

case it would be convenient to buy all, or part of the referred to and existing property, to which the Government shall have the first right of preference.

Art. 6. In all the "tercenas" (Government stores) will be sold the powder, at 6 reals per lb., needed by the matriculated miners.

Art. 7. The governors of the departments will keep a register, in which, by solicitation of the interested parties, the governors will inscribe the names of mines which are under exploitation in their respective departments, according to the regulations of the mining code; they will also inscribe the name of the individual or company to which they belong.

The certificate of this register will constitute the matriculation, which, with "anonymous," companies, will be extended in favour of the superintendent.

Art. 8. In making the register, the governors will demand the presentation of the definite title of the mining property, also judicial information that the mine is worked. Every four months the governors will remit to the "ministerio de hacienda" a report about the extended matriculations.

Art. 9. The matriculation shall be renewed every four months, otherwise it shall be of no advantage.

Art. 10. The present decree shall not admit of any change during 10 years, and all the privileges hereby granted shall be considered in force during that period.

Decree of March 17, 1887.

The President of the Republic of Honduras, to the inhabitants thereof knoweth that the national congress has ordered the following decree, No. 34.

The national congress, with the view of giving to the mining industry a large augmentation, decrees:

Single article.

There is conceded to the miner the exclusive right to use for the working of his mine, all the woods, which are found on the mining claims, that were given to him according to law, and which are in national lands.

Exports.

During the fiscal year 1892 the total value of exports from the Republic was 256,685*l.*,* of which 102,974*l.* represented the value of minerals, 91,416*l.* of live stock, 55,314*l.* agricultural produce, and 6,981*l.* of manufactured goods, showing, on the whole, a material decrease as compared with those of the previous

* Throughout this report the exchange is reckoned at the rate of 7 dol. 30 c. to the 1*l.*

year, when the total was estimated at 381,000*l.* This serious falling-off of her external commerce is mainly attributable to the disturbing influence of the revolution which lasted for so many months, and to the state of stagnation into which commerce on the north coast was thrown during the months of May and June, owing to the epidemic of yellow fever. The following table sets forth the quantities and value of articles of export for the year 1892 :—

Articles.	Value.	
	Currency.	Sterling.
	Dol. c.	£
Live stock in general	667,339 37	91,416
Bananas	211,939 02	29,032
Cocoanuts	91,989 05	12,601
Raw tobacco	22,208 75	3,042
Coffee	41,393 85	5,670
Indiarubber	6,861 12	939
Lumber (mahogany and cedar)	6,758 64	926
Sarsaparilla	19,883 78	2,724
Other agricultural products	2,762 20	380
Silver	732,059 10	100,282
Gold	19,657 00	2,692
Tobacco (manufactured)	27,104 80	3,713
Straw hats	16,916 00	2,317
Other manufactured articles	6,930 85	951
Total	1,873,803 53	256,685

The following table shows the destination of the exports in the past year, from which it will be seen that the United States and Guatemala are the chief markets for Honduranian produce :—

Countries.	Value.
	£
United States	137,072
Guatemala	69,375
British Honduras	12,597
Salvador	15,239
Germany	8,094
England	5,064
Costa Rica	4,123
Nicaragua	1,889
France	1,091
Spain	959
Other countries	1,182

Imports.

The total number of bales imported into Honduras in the past fiscal year was 147,830, valued at 274,661*l.*, the duties of which

amounting to 88,423*l.* The table below sets forth the imports from the different countries :—

Country.	Value.
	£
United States	126,663
England	46,852
France	35,236
Germany	35,809
Salvador	15,682
Nicaragua	5,327
British Honduras	4,358
Spain	1,406
Guatemala	1,588
Other countries	1,740

From the above it appears that the import trade lies principally in the hands of the United States. The exports to Honduras from that country have within the last few years been steadily increasing, which leaves little doubt that the Americans are rapidly ousting other nations, notably England, from the Honduras market. This is no doubt chiefly owing to the proximity of the two countries and to the Reciprocal Commercial Arrangement entered into between them. The falling-off in British trade is also attributable to the supineness and ultra-conservative policy inherent in our manufacturers, which, in contradistinction to their American and German rivals, renders them disinclined to adapt their articles to the tastes, means, and requirements of the native consumer.

Shipping.

Honduras presents but little interest as regards shipping. Almost the entire traffic of the Republic lies in the hands of the Pacific Mail Steamship Company, trading between Panama and San Francisco; occasional sailing vessels also touching the Atlantic side. The following table shows the movement in shipping in the Honduranian ports in the past year :—

Port.	Steam.		Sailing.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Amapala	84	102,059	6	2,741
Puerto Cortéz	127	83,795	34	2,717
Roatan	34	19,483	199	6,310
Truxillo..	41	24,058	156	3,307
Utila	30	17,010	232	5,543
Total	316	246,405	627	20,618

The table below shows the nationality of the vessels which entered the five ports. No returns are given of the number of

ships cleared, but they may be considered as identical with those given above for their entrance :—

Nationality.	Number of Vessels.		
	Steam.	Sailing.	Total.
United States	175	26	201
England..	54	99	153
Honduras	0	493	493
Norway	38	1	39
Italy	28	3	31
Germany	14	1	15
Sweden	7	0	7
Other countries	0	4	4
Total	316	627	943

Revenue. The revenue for the past fiscal year was 1,764,137 dol. 36 c. (241,662*l.*), which, on comparison with that of the previous year, shows a diminution of 11,785*l.*, and was derived as follows :—

Description.	Amount.	
	1891.	1892.
	£	£
Customs dues	73,636	72,884
Excise	179,811	168,778
Total	253,447	241,662

The excise duties were derived as follows :—

Description.	Amount.	
	1891.	1892.
	£	£
Liquors	89,969	85,214
Tobacco	40,626	37,190
Exportation of cattle	7,936	10,893
Maritime dues	7,251	5,637
Stamped paper	8,807	8,289
Sale on Government lands ..	5,063	3,112
Telegraphs	4,560	4,847
Posts	1,389	1,380
Various	14,210	12,216

Expenditure. The total expenditure was 2,603,653 dol. (356,665*l.*), being about 52,044*l.* less than in the previous year 1891. On the other hand,

in consequence of the serious decrease in the revenue in the past year, there was a deficit of 15,003*l.* The following table sets forth the various items of expenditure :—

Departments.	Amount.	
	1891.	1892.
Public credit	173,661	156,088
War..	112,018	93,420
Public works	47,010	35,226
Interior	19,579	20,563
Finance	19,547	22,318
Public instruction	18,083	12,701
Justice	12,278	12,108
Foreign affairs	6,533	4,241
Total	408,709	356,665

National Debt.

In respect to the National Debt, the report recently published by the Honduras Government on the economic condition of the country makes no reference whatever to the Foreign Debt, which, I believe, amounts in round numbers to over 8,000,000*l.*, the principal creditors being Great Britain and France. As regards the Internal Debt, it amounted at the end of August last to 2,742,574 dol. (375,695*l.*).

Telegraphs.

In 1876 the first steps were taken to establish telegraphic communication in the Republic, and by 1879 some 692 miles and 18 offices were working. In 1881 it was estimated there were 1,409 miles of telegraph lines, which two years' later had reached 1,704 miles. The latest information obtainable on this point is for the year 1889, when 1,803 miles were working with 70 offices; 1,181 miles and 34 offices being further projected. In the year in question the total number of messages sent was 224,807; the working expenses amounted to 9,629*l.* and the receipts to 18,376*l.* Honduras is connected with the Central American Submarine cable, whose offices are situated at La Libertad in Salvador and San Juan del Sur in Nicaragua.

Postal service.

Within recent years material reforms have been introduced into the postal service, which practically did not exist prior to the year 1877. In 1879 the Republic joined the Postal Union, which necessitated a thorough re-organisation of the service, and in the early part of 1883 further laws were framed by the Government, introducing additional reforms. In 1879 the total transmission of postal matter was estimated at 149,266 packages, 107,055 representing the internal, and 42,211 the external service. In 1889 the aggregate of matter received and despatched was 779,657, illustrating the extension of the service. The expenditure for the year amounted to 3,447*l.*, and the receipts to 1,327*l.*, showing a deficit of 2,120*l.*

Education.

Primary instruction is obligatory and maintained by the State.

The total number of schools in 1889 was 640, attended by 21,707 pupils. In the absence of statistics, I am unable to give the corresponding information for the past year. The table below shows the educational progress made since 1877 :—

Year.	Number of Schools.
1877	295
1878	364
1879	371
1880	497
1881	527
1882	573
1889	640

In addition to the elementary schools there are two universities, six colleges, and a national library in the capital containing 1,949 volumes, and which in 1889 was attended by some 4,600 scholars.

Railways.

No extension of the railway system was made in the past year. The only line running at present is that from Puerto Cortéz, one of the Atlantic Ports, to San Pedro Sula, a distance of about 37 miles. A contract was signed in the early part of 1892 with Messrs. Valentine and Van Auken, American contractors, to extend the line above-mentioned to Amapala on the Pacific Coast, thus connecting the two oceans, and if this contract is carried out, the Republic will benefit to a very great extent, as vast tracts of rich land and virgin forest will be thereby opened up. The country stands in urgent need of railway development, and great pressure will, it is said, be brought to bear on the newly-formed Government to improve and extend the internal communications. It is looking far into the future to anticipate the advantages which would accrue from the construction of the inter-continental railway to connect New York and Patagonia; still, if that great scheme were carried out, Honduras, equally with the whole of Central America, would reap considerable benefits, and by the influx of the Anglo-Saxon be certainly reckoned among the richest of the Latin-American States. Under existing circumstances, Honduras is debarred from profiting to the full extent of her natural resources, for agricultural and mineral industries suffer alike from the want of means of internal communication. Cart roads practically do not exist, and traffic with the interior is chiefly carried on by pack-mules, and even for these sure-footed animals, the condition of these narrow bridle-paths in the winter time, *i.e.* the rainy season, is such as to frequently render them dangerous and even impassable. This is one of the main difficulties encountered, as previously mentioned, in developing the mineral wealth of the country, whereby mining is in many districts rendered impracticable.

The year 1892 disastrous to trade, commerce, and industries.

The year 1892 will long be remembered in Honduras as one of the most disastrous through which she has passed during recent times. Not only was the Republic daily being dragged deeper into well-nigh inextricable financial difficulties and her commerce paralysed, but to aggravate her distress, the severe epidemic of yellow fever, of which mention has already been made, raged for several months on the northern littoral, and her Atlantic ports were accordingly closed to commerce, thus putting a complete stop to her struggling trade on that coast.

To the above must therefore be attributed the falling-off of Honduranian trade in the past year, which, however, was not so great as might have been anticipated. Even under favourable conditions the commercial movement of the Republic is of such small proportions as to sink into insignificance beside that of her neighbours, and it behoves the Government to leave no stone unturned to develop her commercial relations with the outer world which can only be achieved by the extension of her railway system and the construction of good cart roads.

P.S.—Since the above was written, the following statement of bullion shipped in September from Amapala has been furnished by Mr. Motz, Acting British Consul at that port :—

	Am. Gold.	
	Quantity.	Value.
	Lbs.	Dollars.
New York, Rosario Mining Co. ..	3,541	47,150
Monserrat Mining Co.	3,955	33,600
Suyapa Silver Concession (Limited)	90	1,250

10 per cent. of the monthly product of the Monserrat mines remains in the country to pay creditors of the extinct Yuscaran Mining Reduction Company.

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1020.	Mogador	1d.
1021.	Adrianople	½d.
1022.	Tripoli	1d.
1023.	Jerusalem	1d.
1024.	Odessa	6d.
1025.	Genoa	1½d.
1026.	Kiungchow	1d.
1027.	Batoum	4½d.
1028.	Buenos Ayres	1d.
1029.	Batavia	1d.
1030.	Santo Domingo	½d.
1031.	San José	1d.
1032.	Manila	1½d.
1033.	Marseilles	1d.
1034.	Swatow	1d.
1035.	Paris	1d.
1036.	Ichang	5d.
1037.	Pakhoi	1d.
1038.	Foochow	1d.
1039.	Brest	1d.
1040.	Madeira	½d.
1041.	Antwerp	1½d.
1042.	Taganrog	2½d.
1043.	Algiers	2½d.
1044.	Hankow	1½d.
1045.	Nantes	1½d.
1046.	Belgrade	2d.
1047.	Fiume	1d.
1048.	Wuhu	1d.
1049.	Cagliari	1d.
1050.	Erzeroum	1d.
1051.	Syra	1d.
1052.	Cherbourg	1d.
1053.	Lima	1d.
1054.	Bilbao	1½d.
1055.	Cadiz	2d.
1056.	Corunna	2½d.
1057.	Saigon	1d.
1058.	Port-au-Prince	1d.
1059.	Trebizond	1d.
1060.	Barcelona	1½d.
1061.	Tainan	1d.
1062.	Smyrna	1½d.
1063.	Old Calabar	½d.
1064.	Samoa	½d.
1065.	Tahiti	1d.
1066.	Chefoo	6d.
1067.	Gothenburg	2d.
1068.	Buenos Ayres	1½d.
1069.	Loanda	1½d.
1070.	Guatemala	1d.
1071.	Zanzibar	1d.
1072.	Charleston	2½d.
1073.	Nice	1d.
1074.	Caracas	1d.
1075.	Lisbon	2d.
1076.	Calais	2d.
1077.	Rio Grande do Sul	5½d.
1078.	Philadelphia	2½d.
1079.	Brindisi	2d.
1080.	New York	2d.
1081.	San Francisco	1½d.
1082.	Frankfort	4d.
1083.	Hiogo	1½d.
1084.	Tokio	1½d.
1085.	Amsterdam	1d.
1086.	San Francisco	3d.
1087.	Bangkok	½d.
1088.	Söul	1½d.
1089.	Chiengmai	1d.
1090.	Copenhagen	½d.
1091.	New Caledonia	½d.
1092.	Bushire	2d.
1093.	Tamsui	1d.
1094.	Dunkirk	1d.
1095.	Port Said	1d.
1096.	Guatemala	½d.
1097.	Chungking	9d.
1098.	Nagasaki	1d.
1099.	Constantinople	2d.
1100.	Buenos Ayres	½d.
1101.	Shanghai	2d.
1102.	Jeddah	½d.
1103.	Chicago	3d.
1104.	Erzeroum	½d.
1105.	Loanda	3d.
1106.	Macao	½d.
1107.	Canton	1d.
1108.	Paramaribo	1½d.
1109.	Tunis	1½d.
1110.	Sofia	3d.
1111.	Brunei	1½d.
1112.	Athens	2½d.
1113.	Alexandria	2d.
1114.	Vienna	1d.
1115.	Stettin	2½d.
1116.	Berne	1d.

No. 1117.

Reference to previous Report, Annual Series No. 949.

ITALY.

PALERMO.

Consul Stigand to the Marquis of Salisbury.

My Lord, *Palermo, July* 12, 1892.

I HAVE the honour to transmit herewith, enclosed, my Report on the Trade and Commerce of Sicily for the year 1891.

I have, &c.

(Signed) WILLIAM STIGAND.

Report on the Trade and Commerce of Sicily for the Year 1891.

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General remarks.

The returns for Palermo and for all Sicily are less favourable than those of the past year in the matter of exportation, and in importation there was so slight an increase that it may be characterised as stationary.

The totals of exports and imports this year amounted in Palermo to 2,030,209*l.*, as against 2,325,513*l.* in 1890. However, the totals of exports and imports were even less by 45,849*l.* than those of the year 1889, so that the rise of 1890 did not maintain itself.

Shipping.

The total amount of shipping which entered the port of Palermo during the year 1891 amounted to 4,456 vessels, with a tonnage of 2,269,556, against 3,595 in 1890, with a tonnage of 1,395,023, giving an increase of 861 vessels and 874,533 tons.

The British shipping, so far from taking part in this increase, fell off from 395 vessels in 1890 to 360 vessels in 1891, making a decrease of 35 vessels, with a decrease in tonnage of 28,584 tons. The decrease was in the steam vessels, the number of British sailing vessels being only three in each year.

The principal increase was in the Italian, German, Dutch, and Belgian shipping, and even in the Austrian.

The Germans increased their shipping from 35 to 45, the Dutch from 23 to 32, the Belgian from 9 to 14, and the Austrian from 4 to 7.

No French ship entered the port of Palermo during the past year.

The proportion, however, which foreign shipping, excepting the Italian, bears to British shipping is very small, the total tonnage of German ships being but 43,704, as against 399,048 English.

The chief increase was in the Italian shipping, of which nearly two-thirds were sailing vessels. There were 2,587 sailing vessels, as against 1,378 in 1890, and 1,378 steamers, as against 1,235 in the past year. A large proportion of these steamers are passenger boats, which run daily and regularly.

The whole number of foreign steamers which entered the port was 129, against 360 British; 244 out of the 360 came from Italian ports, 91 from England (56 with coal and 35 with general cargoes), 12 from Austrian ports, and the remaining 13 from different ports in the Mediterranean. 361 British vessels cleared from Palermo in 1891. Of this number 135 went to the United Kingdom with full cargoes of fruit, wine, sumac, &c.; 82 proceeded to other Italian ports to unload their English cargoes or to complete their cargoes for Great Britain and the United States; 77 went to the United States direct with full cargoes; and the following left in ballast—37 to Turkey, 9 to Russian ports on the Black Sea, 7 to Roumania, 4 to Greece, and 10 went to different ports in the Mediterranean and elsewhere.

Freights.

Owing to the depressed state of the shipping trade generally, and particularly to the Black Sea ports having been closed, a large amount of tonnage during the past year has been compelled to seek employment in the American trade. The competition

consequently in the American and Mediterranean trade has been very keen and the rates of freight very low.

The rates of charter fluctuated during the year from 18*s.* to 1*l.* 8*s.* per register ton. I should put the mean down at 1*l.* 2*s.* 6*d.*, *i.e.*, from Sicily to United States ports, New York, Boston, Baltimore, and Philadelphia; to New Orleans the mean rate would be about 1*l.* 4*s.* 6*d.*

Owing to the competition of American fruit and the abundant supply of the crop here prices ruled low throughout the whole year in the United States. It is generally considered to have been a bad, if not disastrous, year for the shippers. The trade to Great Britain has been in the hands of the regular lines.

The fast service of the new Italo-Britannica Company (Naples-Palermo-London) had latterly the effect of reducing the rate on green fruit to London from 1*s.* 6*d.* per case to 1*s.* 3*d.* per case. Competition has also been keen to Liverpool, and in many instances the usual rate of 1*s.* 6*d.* has been considerably cut. These are the two principal ports; the services to the other ports of Great Britain has not been interfered with and remain as formerly.

Exports.

The whole value of exports for 1891 was considerably less than that for 1890; the deficit was 342,974*l.*

The chief fallings-off are in green and dry fruit, from 703,991*l.* to 431,337*l.*, and in sumac from 323,690*l.* to 262,437*l.*

The exports to the various countries were diminished as follows:—

	£
Great Britain	60,533
United States	259,385
Germany	2,523

On the other hand, in exports to Austria, France, Holland, Belgium, and Russia there was a slight increase. The increase of export to France of 6,878*l.* may be accounted for by the unprecedentedly low figure which exports to France had fallen since the rupture of the Italo-French commercial treaty.

The great falling-off of exports to the United States is accounted for chiefly by the decrease in the demand for oranges and lemons for North America. The production of that fruit in Florida and California is proceeding by great strides, and since the culture of it is extremely profitable, it may be foreseen that in a few years the demand of green fruit from America will wholly cease; the falling-off of the export of green fruit alone amounted to 272,654*l.*, of which decrease the largest proportion is due to the falling-off of the demand from America. The cessation of the American demand will doubtless cause a considerable derangement of the agricultural interests in Sicily since proprietors have of late years bestowed chiefly their attention and expenditure of capital to the production of this fruit, and the world cannot offer so large a market as that of the United States for these fruits.

Sumac.

In the exportation of sumac, oils, cereals, sulphur, and wine the returns also show a considerable decrease. The decrease in sumac is accounted for by the lessened demands caused by the enhanced cost of hides in America and England during the last year, and to a new tanning process in Philadelphia, called the Dongola process, in which bark is wholly used. The sumac crop was good, and the want of demand reduced its price here. Buyers are holding off at present for more reduction in prices, as the old crop has not yet been exhausted, and the new crop will be on in August. There is little sumac in store in America, however, and shipments are expected to be brisk in September. Just now we are between the two crops.

Cereals.

The cereals exported consist chiefly of beans, of which Spain took nearly 20,000*l.* Maccaroni, to the United States principally, was also exported.

Sulphur.

This is not a sulphur-loading port, as owing to the facilities of transport from the mines it is conveyed to Catania, Licata, and Girgenti, and shipped from those ports; but when the sulphur is destined for countries for which there are no clearances at those ports, then it finds its way to Palermo, naturally in small quantities.

Green fruit.

The downward tendency in the exportation of oranges and lemons was again manifest in 1891. The total number of boxes sent to the United States fell from 1,978,735 in 1890 to 1,834,168 in 1891, according to the figures published by the "Settimana Commerciale." The customs returns do not exactly agree with them, and they give the value at 703,991*l.* in 1891, and 431,337*l.* in 1890. As no duty is paid on the exportation of green fruit, it is not possible to control or to record the shipments exactly. However, the past year is not considered as having been prosperous, owing to low prices in the United States.

Green fruit has been sold at very low prices in Great Britain also, except in the months of November and December and for a few weeks in May. This is partly attributed to the cold spring and summer interfering with the consumption; in reality, however, America is invariably found to be the key to the situation. Poor prices there throw more fruit on other markets, and reduce the prices accordingly, and vice versâ when high prices are ruling.

The following table gives the shipments to the United States during the year ended September 30, 1891:—

Shipment of Green Fruit to the United States from Palmero during the Years 1890–91.

Month.	New York.		Boston.		Philadelphia.		New Orleans.		Baltimore.		Total.	
	Oranges.	Lemons.	Oranges.	Lemons.	Oranges.	Lemons.	Oranges.	Lemons.	Oranges.	Lemons.	Oranges.	Lemons.
	Boxes.	Boxes.	Boxes.	Boxes.	Boxes.	Boxes.	Boxes.	Boxes.	Boxes.	Boxes.	Boxes.	Boxes.
October, 1890..	64	33,441	..	332	..	..	..	..	..	..	64	33,773
November „ ..	8,287	40,542	13,356	17,354	3,847	6,351	850	10,489	..	..	31,340	74,736
December „ ..	77,077	68,236	23,544	14,383	7,879	12,002	12,722	33,641	2,149	857	123,371	129,169
January, 1891	34,240	34,495	17,444	7,160	11,581	4,938	13,967	18,650	343	1,004	77,575	66,247
February „ ..	33,117	58,423	19,896	20,844	6,618	8,859	5,461	44,467	403	359	65,495	132,952
March „ ..	56,341	69,400	56,654	30,697	14,162	17,439	2,068	30,305	..	..	129,225	147,841
April „ ..	40,770	118,833	12,884	40,251	10,753	11,051	499	28,615	3,080	1,227	67,986	199,977
May „ ..	26,055	127,273	9,649	14,595	..	..	..	30,435	..	1,769	35,704	174,072
June „ ..	2,482	135,975	7,377	28,328	1,450	23,523	..	23,762	..	..	11,309	211,588
July „ ..	..	85,937	..	..	..	..	..	..	..	..	..	85,937
August „ ..	..	18,711	..	..	..	..	..	..	..	..	..	18,711
September „ ..	..	17,096	..	..	..	..	..	..	..	..	..	17,096
Total ..	278,433	808,412	165,804	173,944	56,290	84,163	35,567	220,364	5,975	5,216	542,069	1,292,099
„ for preceding year	232,131	899,631	132,161	214,966	67,576	150,317	25,172	252,083	3,179	1,519	460,219	1,518,516

Imports. The imports of the year 1891 exceeded slightly in value those of 1890, the figures being 1,004,686*l.*, as against 957,016*l.*

Cotton, woollen, and silken goods. Cotton, woollen, and silken goods are about stationary; in linen goods there was a slight falling-off, and there was also in skins.

Petroleum. Petroleum imports were slightly superior to those of last year both in quantity and value; in timber and furniture there was a falling-off, and all other imported articles were about stationary.

Coal. The imports from Great Britain, consisting for the one-third part of coal, were nearly the same as in the previous, being at 378,178*l.*, against 372,271*l.*, while the imports from the United States consisted chiefly of petroleum, lard, and timber rose from 122,589*l.* to 227,589*l.*, having been as low as 74,687*l.* in 1889. France also increased her imports of silk and fancy goods, rising from 116,672*l.* to 125,969.

Lard. Timber.

Leather goods, iron, machinery, chemicals. On the other hand, the German importations of leather goods, ironmongery, chemicals, and machinery fell from 111,016*l.* to 69,850*l.*; the rest of the countries whose imports are small mostly remained stationary, with the exception of Russia and Belgium, from both of which countries there was a decrease.

Cereals. Of the 94,588*l.* worth of imports of these products, grain, barley, oats, &c., amounted to 84,326*l.*

The imports of corn were:—

	£
From Austria	2,753
Russia	49,529
Turkey	8,231
France	809
Total	61,322

Owing to the good harvest in Sicily in 1891, the importation of corn was limited. Prices ranged between 14*s.* and 15*s.* per quintals (204 lbs.). Russia is the chief supplier of corn, the qualities from Taganrog and Azov being preferred as here they are considered harder than Sicilian and other qualities. The quantity of corn imported is registered at 295,000 bushels nearly, and conveyed hither by Italian vessels and also by Greek sailors.

Great Britain, although importing as much goods in value as the United States, and France, Germany, and Belgium all together, does not hold such a preponderance in the market as it did two years ago, when her imports amounted to the half of those of all foreign countries lumped together, and the farther we go back the greater was her share of the importation.

But as I have remarked in former reports, our information about the import trade of Sicily from foreign countries must be very imperfect since by far the greater part of the goods coming from foreign countries are not conveyed in foreign but in Italian vessels, and have already been nationalised before they arrive at Palermo by passing through

customs on the frontiers or at Genoa and Venice. The imported goods so arriving are about three times as great both in quantity and value as those which pass through the customs at Palermo. But the statistics of the "cabotaggio" trade are very difficult to obtain; naturally the customs at Palermo—our great source of commercial information—having no duties to levy on goods already nationalised, keep no record of these quantities or values.

Public Works.

The "Esposizione Nazionale" was very successful as a show and full of interest, both to foreigners and Italians and Sicilians; whether it was a financial success remains to be seen. The programme has been carried out rather punctually. The opening took place on November 15, instead of November 1, as announced. The building was very elegant and imposing, and was in the Arabo-Norman style, thus giving a local character to the show. The inauguration under the auspices of the King and Queen and the Prince of Naples was an imposing ceremony. During the first months of the exhibition there was a great lack of visitors, both foreign and Italian, so that the hotel-keepers began to despair; towards the end of the year people began to flock in, and a new life was descernable in the elegant streets and thoroughfares, and the old and new hotels of the town profited by the influx of eager visitors. Two large hotels, a smaller one, and several new ones of lesser distinction had been prepared for the new arrivals. One of the large new hotels built near the station at the eastern end of the town was a total failure, and degenerated into a lodging-house. The other large hotel attracted slightly, but not sufficiently to be remunerative, and their affairs are not so thriving as could be desired. The smaller hotels and lodging-houses—of which there are few decent ones in Palermo—are supposed to have done pretty well; but proprietors of hotels and houses and lodging-house keepers were led to expect too great a harvest, and none succeeded according to their expectations.

The general brushing up of the town, the ameliorations carried out, enhanced much the aspect of this beautiful city.

The various great cities and chief industries of Italy were well represented, and the exhibition was one of great interest, although Sicily itself provided but a small portion of the show in the way of manufactures and "objets de luxe." The chief exceptions were cabinet work, shoes and boots, alimentary pastes, and Caltagirone, which had an interesting show of "majolica," imitations of the 15th century and 16th century, ornamented with Raffaelesque arabesques and miniature reproductions of his frescoes in the story of Cupid and Psyche in the Farnesian Villa and of others of his best known frescoes and pictures. The exhibition of ornaments in Sicilian amber were also novelties to most of the visitors who were unaware of the presence of amber

in Sicily, some of which is of purple and other shades of colour not to be found elsewhere.

The section occupied by Sicilian wines also attracted much attention and admiration for the tasteful arrangement of the products. The chief ornament of this part of the exhibition was the tasteful kiosk of Lord Bridport (Duke of Bronte in Sicily), in which the wines of the Duchy of Bronte were exhibited, and which was adorned with Nelson trophies and Nelson's various coats-of-arms, and brought vividly to remembrance the connection of England's greatest naval hero with the history of Sicily. The excellence of the wines of Bronte were attested by the award to them of the Diploma of Honour, the highest prize, while the cognacs of the Duchy, which are very good also, received the distinction of a gold medal. Of Sicilian wines I have spoken more at length elsewhere.

Of the financial success or non-success of the exhibition we know little as yet, and what is surmised is not very favourable. It will be some time still before the accounts will be presented to the public.

Water supply. The question of the water supply of the town remains in exactly the same situation in which it was last year. Nothing whatever has been done to remedy this crying want of a large city. During the hottest months of the year, with the thermometer at 80°, 82°, and 84° in the shade, the houses of populous quarters are not infrequently without water for days together, and all the household water has to be fetched from the public fountains. The danger to health and the destruction of comfort in such circumstances is easily conceivable.

Harbour works. Progress still continues to be made in the deepening and dredging of the harbour by an English company, Messrs. Furness, who have had out from Renfrew a new hopper dredger in order to hasten on the work.

It was hoped that a proper landing pier for steamboat passengers would have been got ready for the visitors to the exhibition, but nothing has been done to remove the inconvenience and annoyance of having to embark and disembark on and from steamers by boats, the hostility of the boatmen and others who profit by the present system is one of the chief obstacles to so necessary a reform.

Two new funicular railways are nearly completed: one to Monreale, and one to the shrine of Santa Rosalia on the Monte Pellegrino.

Public security. Since my last report the state of public security has much deteriorated in this province.

The reports of a foreigner on the subject of Sicilian brigandage always excite indignation in the breasts of the islanders and provoke unpleasant and sometimes insulting retorts in the public press, although the stories of brigandage reported have generally been culled from its columns.

They have gone so far as to deny that brigandage exists at all in Sicily, and in such denial have been supported by a

correspondent in a leading English journal. I do not know that there is to be found anywhere an accurate definition of the terms "brigand," "bandit," and "brigandage." The malefactors of the present day who infest the country are as often as not called brigands and bandits in the local papers, although sometimes they use the term marauders (malandrini) for brigands, and the term malandrinaggio instead of brigantaggio. The marauders of the present day may not be, according to current ideas, so gentlemanly in deportment or so dexterous as in the days of the famous Sicilian bandits who flourished 16 years ago, but their modes of operation, and the results of these are precisely the same; they capture big proprietors and rich townspeople (sequester they call it) and hold them in captivity in caves in the mountains until the sum of ransom which they demand is paid; besides which, depredations in the way of robbery and cattle and horse stealing are frequent in cases of the smaller owners and farmers, and these misdeeds are supplemented by a system of persecution and premeditated murder, sometimes accompanied with torture, among the lesser proprietors, small farmers, and peasants who are suspected of having given, or even of being willing to give, information to the authorities respecting the perpetrators of these outrages.

It is true, I believe, that foreigners travelling in Sicily who keep to the ordinary tracks and well known routes have little to fear, but that is chiefly because their movements and the worth of their capture cannot be calculated on with such precision as in the case of a native, and because the robbers are clever enough to know that the sequestration of a foreigner would be more dangerous to them than that of a native. Nevertheless, if they thought the capture of a rich foreigner was worth their while they would no doubt attempt it. I only know that I have never myself been in the mountainous districts of the Madonie without giving notice to the authorities, who have always, with great courtesy, insisted on sending four guards, generally mounted ones ("militi a cavallo"), to protect me, and given orders that they were never to let me out of their sight, and my protectors kept guard over me day and night.

These "militi a cavallo" have, I believe, in consequence of the late increase of outrage, been dissolved, and their place supplied by carabineers; they were, it is said, suspected of not being active enough in the pursuit of the "malandrini."

It seems almost incredible that within four hours or five hours from Palermo there should be magnificent mountains in part splendidly wooded with magnificent oaks and beeches, with spacious plains and picturesque valleys among them, where summer resorts, so much needed here in the fierce heat of summer, might be established, and yet these districts are quite uninhabitable for want of public security. The great proprietors in these districts are afraid to live on their estates, except surrounded by troops of "campieri," or private mounted guards. The proprietress of a magnificent range of forests in the mountain

regions has for the last few years ventured to inhabit an old castellated residence on her property, but this year, in consequence of the disturbed state of the district, she has not ventured up at all.

The "Giornale di Sicilia" had in the issue of June 26, 1892, the following leading article on the state of the province of Palermo:—

"The province of Palermo continues to be infested with marauders.

"Bands of men hiding from justice ravage (scorazzano) its various districts, robbing at large the country proprietors, assassinating those whom they meet or are suspected of being spies upon them.

"The band of San Mauro is, without doubt, the most terrible of all. The number of cruel assassinations committed by them have now reached a considerable number.

"At one time the victims are children, whose heads are cut off and whose bodies, cut in pieces, are thrown about the country; at another time contadini and proprietors are the victims, who are either treacherously assassinated or made prisoners and killed with a slow death. To-day we have news of the massacre of almost a whole family.

"If it continues thus a little while longer we shall return to the worst periods of 'malandrinaggio.'"

And in a letter of correspondence of the "Giornale di Sicilia," of June 29, 1892, from San Mauro Castelverde, we read—

"On June 24 on the 'ex feudo' Badia a certain Pietro Cassataro, of Pollina, was sequestrated by the brigands of San Mauro. The pursuits of the public force were without result. The unfortunate man could not be liberated.

"On June 26, however, his body was found, almost unrecognisable from the numerous gun-shot wounds and wounds from knives and daggers on the body.

"The assassins, after having fired at him with guns and revolvers, rushed on the fallen man with knives and with awful ferocity, leaving his body a mangled mass.

"The poor Cassataro leaves a wife and five children.

"Indeed, the band of these terrible marauders lord it over all our territory; our lives and property are no longer secure."

And the "Giornale di Sicilia" remarks, "The chronicle of San Mauro Castelverde brings us another sequestration and another assassination, three days after we gave the story of the massacre of the Blanda family.

"The marauders, sure of impunity, set no bounds to the commission of every kind of atrocious misdeed."

In defence of the authorities to whom is committed the task of putting down such crimes, it must be allowed that the suppression of this marauding system is not easy on many grounds. In the first place it is very difficult for them to obtain information of the

movements and hiding places of the marauders for two reasons: first, the people who have no connection with brigands or brigandage live in such a state of terror of the marauders that they will give no news of their movements or whereabouts, and secondly, there are a large mass of people called "manutengoli," who support the brigands by providing them with food and necessaries at an enormous price, and so virtually share in the brigandage. When I returned from Cefalu last year 30 of these "manutengoli" were conveyed in the same train with me, handcuffed four and four together, and a villainous looking set of men they were, they had been arrested, and were being conveyed to prison at Termini. Of course a "manutengolo" is on the highway to become a brigand if he has not already been one. It is very difficult always, however, to convict any of the "manutengoli," as on the "omertà" principle nobody can be found to give evidence against them, and they are often arrested on suspicion more or less justified.

The traditions of brigandage, too, have a great influence in perverting the sense of justice of the people, and in assisting to protect the brigands.

But the chief obstacle to putting down brigandage consists in the difficult and mountainous character of the country. San Mauro, the headquarters of the brigands, is a town on the top of the mountain, 3,000 feet, and in sight of Geraci Siculo, another town of about the same height, and of Pollina, also on the summit of another mountain. The roads among these mountains connecting the towns are mere mule-paths, and mule-paths traverse the mountains all along the deep valleys and ravines. The mountains abound in caves, known only to the brigands and shepherds of the mountains, and as the armed force sent in the pursuit of the brigands are chiefly young men from Continental-Italy, ignorant of the country and unable to speak the language, their search after the brigands in their hiding places by unknown paths is a hopeless one, and if they do surprise the brigands at any time, as they sometimes do at a meal, the brigands are off at once among the rocks and woods, and treat their pursuers with scorn and defiance, generally sending behind them a few shots from time to time, and their first shot is a signal for the "carabinieri" to fire themselves, for the "carabinieri" have orders not to fire until they have been fired upon. The only way to put down the mischief would seem to be to employ a larger body of men, specially trained to the work, and to make use of such dogs as they have in the convict settlements of Florida, dogs of the bloodhound breed, who would surely guide the police to the haunts of the brigands if once put on the scent.*

The public security of Palermo also leaves much to be desired. Daily the Palermo papers report cases of homicide by revolver

* Since writing the above brigandage has broken out with renewed violence in various parts of the island. Several captures have been made, and large sums demanded for ransom. One of those thus captured was murdered in the most atrocious fashion.

shots and by the knife. In the lower classes the amount of destitution brought about by such catastrophes are the source of a great deal of misery.

Railways. 112 kiloms. have been added to the railways in 1891; the total length on December 31, 1891, was 1,097 kiloms., against 985 kiloms. on December 31, 1890. The new lines added are—

	Kilometres.
Licata to Terranova	36
Noto to Modica	60
Barcellona to Oliveri	16
Total	112

Therefore the lines open to traffic at the end of 1891 were—

	Kilometres.
1. Rete-Sicula Company—	
Messina-Catania-Syracuse	182
Catania-Caltanissetta-Canicatti-Caldare	175
Palermo-Porto Empedocle (Girgenti)	151
Roccapalumba-Santa Catarina	57
Canicatti-Licata	50
Licata-Terranova	36
Syracuse-Noto-Modica	93
Cerda-Lascari-Cefalu	24
Messina-Santa Lucia-Milazzo-Barcellona-Oliveri ..	59
Valsavaja-Scordia	14
2. Sicula Occidentale Company—	
Palermo-Marsala-Trapani	188
3. Palermo-Corleone	68
Total	1,097*

The gross receipts of these three companies in 1891 were 422,743*l.*, against 393,641*l.*

The following are the details for 1891:—

* Equivalent to 681 English miles.

Name of Company.	Value.	Total.
	Lire.	Lire.
1. Rete-Sicula—		
From passengers and their luggage and dogs	4,133,341	
From goods	4,535,353	
Other receipts	44,643	
		8,713,337
2. Sicula Occidentale—		
From passengers and their luggage and dogs	933,986	
From goods	605,992	
Other receipts	42,877	
		1,582,855
3. Palermo Corleone—		
From passengers and their luggage and dogs	176,397	
From goods	94,861	
Other receipts	1,142	
		272,400
Total	..	10,568,592*

* Equivalent to 422,743*l.* sterling.

Messina.

Mr. Vice-Consul Pignatorre reports as follows :—

Trade and commerce.

The principal articles of importation consist of British coal, wheat, coffee, dried codfish or haddock, petroleum, window glass, iron, pig-iron, &c.

The exports consist chiefly of fruit, viz., oranges and lemons, essences, argol and wine lees, olive oil, wine, &c.

Coal.

The amount of coal imported at Messina during the year 1891 was 65,689 tons, almost the whole of which was supplied by Wales from the coaling districts of Aberdare, Cardiff, and Merthyrtydvil.

The decline observable in the quantity imported, notwithstanding the increased consumption implied by the extension of tramways and railroads, must be attributable to the reserves stored up in the Government magazines.

With the view of encouraging their national mercantile marine the Italian Government allows a bounty of 1 lira per ton on all cargoes of coal shipped beyond the Straits of Gibraltar on Italian bottoms and landed in Italian ports, provided the cargo be at least equal to three-fifths of the total burden of the vessel.

Shipping and navigation.

The total number of British merchantmen which visited the port of Messina during the year 1891 was 383 with an aggregate burden of 390,586 tons. Of these 365, with a tonnage of 388,685, were steamers, and 18, with a tonnage of 1,901, sailing vessels.

The corresponding figures in my previous report were 362

steamers and 31 sailing vessels with 370,275 tons and 3,558 tons respectively. It appears from the above figures that though the total number of vessels has decreased by 10, this decline in number is more than counterbalanced by the slight increase in steamers and in the very considerable augmentation of tonnage.

The number of foreign merchantmen which called at this port during the same period was 3,580, with a collective burden of 980,434 tons. Of these, 3,307, namely, 1,435 steamers and 1,872 sailing vessels, were Italian, the remaining 273 being about equally shared between Greece, Germany, Austro-Hungary, and other countries.

Ship articles. Of the 383 British merchant vessels which entered this port in the year 1891 only 238 deposited their articles of agreement at this Vice-Consulate, the remaining 145, representing a collective tonnage of 151,949 tons, leaving within the prescribed 48 hours, though not without having in all cases performed commercial operations of loading and unloading.

When the Merchant Shipping Act was passed in 1854 the provisions of Section 279 could not affect, as they can and do at present, the public revenue. First, from the inconsiderable number of steamships in the mercantile marine, 1,600 to 7,400, the present number, and the consequent prevalence of sailing vessels; these being unprovided with steam winches and other modern appliances used for the more expeditious loading and unloading of ships, could very seldom discharge or fill up their cargoes within the 48 hours, even had communications by telegraph and rail been as perfect as they are now. Secondly, from the diminished action of calms or baffling winds, which in very many circumstances would detain the sailing craft of the period far beyond the original intent of the owners or masters. Thirdly, from the far greater facilities in acquiring information in connection with cargoes which may limit their stay or determine their immediate departure.

The favourable conditions in which the mercantile marine of the present day stands, as contrasted with that of 40 years ago, enable the masters of merchantmen to load and unload much more expeditiously, and hence to reap the fruits of their voyage without defraying the very inconsiderable tax the law claimed and usually realised in bygone days, and I have reason to believe that ships are sometimes cleared before the local harbour master, prior to the expiration of the prescribed period of 48 hours, so as to evade the payment of 7*s.* 6*d.* leviable under numbers 17 and 37 of the Table of Consular Fees. The loss from this source in this port alone during 1891 was 56*l.* Besides the direct loss sustained by the public revenue, a grave inconvenience arises from the non-appearance of shipmasters at the Consulate and non-presentation of the ship's articles in the case of distressed seamen, for either the Consul ignores the arrival or, should he be cognisant of it, he is unable to issue an order pursuant to the Act 17 and 18 Vict., cap. 104, sec. 212, compelling the master to ship the

seaman for conveyance to the United Kingdom, who ought to be entered on the articles and inserted in the bill of health as a passenger. Hence the necessity of keeping the man at the Government expense for a longer lapse of time.

The wine produced within this Vice-Consular district during the year 1891 reached a total of 100,000 hectolitres, or 2,200,900 imperial gallons. The vintage was good, with the single though important exception of Torre di Faro, where the yield was under the average, owing to the blighting influence of the phylloxera. This disease is now combated by injections or aspersions of sulphuric acid, but the only radical remedy admitted by many proprietors is to plant American vines. Agriculture. Wine.

The population of the town and suburbs according to the latest statements on December 31, 1891, deduced from the excess of births over deaths, is calculated at 142,485 souls as against 126,449 in 1881, date of the last regular census. Population.

This steady and natural increase, despite the imperfect sanitary arrangements of the town, is a proof of the salubrity of the climate, which ought to render it a suitable winter residence for foreigners.

The Messina-Cerda line has been prolonged to Oliveri, a distance of 37 English miles and 7 furlongs. The perforation of Mount Tindari was completed last October; the tunnel is 2,120 metres, or 1 English mile and 2½ furlongs, in length. Public works. Railway.

Though the habit of carrying knives is still very common among the lower orders, and is the indirect cause of almost all the crimes of violence committed among these, as they are mostly the outcome of personal feuds or drunken brawls they do not affect the general public security, and life and property are safer in Messina than in many other cities which vaunt a higher degree of civilisation and culture. General remarks.

CATANIA.

Mr. Vice-Consul Franck reports as follows:—

With reference to the last report for this district for 1889 the general good aspect that business then seemed to advance to, to some extent has been justified by the transactions of the market in 1890. Although the general condition of trade may be said still to labour against many an economical drawback, which is the consequence of past crises, the annexed statistical returns will show a certain marked improvement continues to take place.

This mineral forms the principal branch of this district's trade. It is used both for home and for foreign consumption, a portion of it being utilised at home as a cure or preservative against the vine disease, whilst the bulk is exported to continental Italy, to other European countries, and to North America. Brimstone.

In ground sulphur for the use of vines a small proportion of

3 per cent. to 5 per cent. of sulphate of copper is added, which seems to prove efficacious to check the spread of the vine disease called the "peronospera." During the year 1889 32 sulphur mines were in active working order in this district, and rendered a production of 37,000 tons, representing a value of 159,100*l.*, and giving employment to 2,530 miners. (See Annex I.)

The sulphur rendered by those mines in the year 1890 is reckoned at 41,207 tons, of which 19,174 tons were worked by the owners of the mines themselves, and 22,033 tons by lease-holders. The total value of the entire output amounted to 164,828*l.*, thus divided—

	£
To owners working on their own account	76,696
lease holders	68,772
owners—Royalty fee	19,360
Total	164,828

The quantity of ore extracted was 292,468 tons, yielding 41,207 tons of pure sulphur, at which 2,853 persons were daily employed in the various duties attending sulphur mining. Of these 1,916 adults were employed in subterraneous work, and 389 boys (under 15) were employed in subterraneous work, whilst 393 adults and 155 boys attended on external work. Each miner on an average produced during the year about 14 tons of sulphur, valued at 1,117 lire on the mine, and each man on an average worked for 250 days underground and 183 days above ground, earning at the rate of 459 lire 85 c. per annum, or 1 lira 91 c. (1*s.* 7*d.*) per day. This final fact shows that the condition of the poor miner in Sicily does certainly want reforming.

The number of casualties during the year was 21, with 9 deaths and 12 injuries. In the sulphur industry there are at the present day in Catania 13 steam-engine establishments for grinding and refining sulphur, and some of these are very big concerns; over 500 workmen daily find employment therein from November up to May. No work is practicable during the summer months. (See Annex H.)

Prices of brimstone.

The sulphur market did show an upward tendency during the latter part of 1889, and this became more apparent during the early part of the following year, and a steady increase in prices, marked occasionally by a slight momentary slackness, has ever since continued, which happy event has been of an immense resource to the island at large, of which the advantages are of the most vital importance, both to the commercial and the industrial communities of the island.

For five long years prices of sulphur had remained in the most depressed state, and a number of mines were no longer paying the owners the trouble of working them. It may be that at the time an overwhelming production forced the producers to thrust the stuff on the market at any price, but such a state of reckless speculation could not last long, and when those who, due to

special circumstances, could not bring forth their mineral at the average cost of production, and had consequently to retire from working, the demand, in direct connection with a less production, began to make itself felt, and thus prices have gradually risen to a healthy state of remunerative enterprise.

Within recent years a sort of panic had made its way in the island as to the possibility of sulphur being substituted by extracting it (through Chance's system) from the refuse of chemical alkali works. It seems that since then the alarm was, if not without foundation, at least exaggerated, and from the results both of official inquiries and private investigations it would appear that up to the present day the sulphur industry in Sicily need not be despaired of.

Wine. The wine trade, after that of sulphur, comes in likewise as one of the resources of the province of Catania. Its wines, in fact, are considered as the most appreciated for purity of quality, well keeping, and well adapted to stand long journeys than any other brand produced in the island. During the years 1886–87 the Catania wine market underwent a very fortunate period; large shipments proceeded to France, and the producers were enjoying very high prices, so much that the cultivation of wine became a mania with landowners. But the happy times soon vanished; what with an ever-increasing production, confronted with a subsiding demand from France (where the phylloxera was fast being stamped out), and the enforcement of a heavy duty in France on Italian wines. The trade ever since was very much slackened, and prices in Sicily have ruled low and almost unremunerative, mainly through the cessation of exports to France. However, a great deal has been said on this subject within recent years, and it would be useless to repeat the same story once more. The Province of Catania represents one-sixth part of the entire wine production of the peninsula, and consequently it has suffered most from the lamented drawback, especially so in the years 1888–89 and 1890, and if a "modus vivendi" cannot be arrived at between France and Italy regulating the import wine duties into the former country the disposal of Sicilian wines will always remain a source of anxiety for Sicilian producers, as, so far, no other country can manipulate and finish these wines as was done in France. During the latter part of 1890 prices became better supported owing to a demand from North Italy, where the production had been hampered by the wine disease called "peronospera," and ever since the market has kept in an improving tendency without reaching, however, a satisfactory state of things.

Vintage, 1891. This report, meant for 1890, has been retarded more than usual, owing to the difficulty met by the writer in obtaining ere now the necessary data; thus in compiling it he has found it expedient to add a few remarks as to the recent vintage, which will also serve as a response to the requirement of my superintending Consul by circular of November 6, 1891. But now reliable data on this subject is very scarce just at present. No official local report as to the nature and the result of the last vintage has as

yet seen the light in this district, and I do not anticipate that one will be published before the end of December next. So I have no other ground to stand on but my own meagre idea, and the more or less hearsay that has come under my attention. However, to the best of my ability, I think that I shall not be far out by stating that this year's vintage (1891) has proved a less abundant one to that for 1890, but the qualities of wine produced are said to be superior to those of the last vintage, owing to the more favourable movements of the weather before and during this year's vintage. The total output in the whole province of Catania may be calculated at 1,200,000 hectolitres, equal to 209,523 English pipes, against a production of about 8,000,000 hectolitres, being the entire out-put of the island. The old wine stock undisposed of in this district of previous years is put down at 200,000,000 to 300,000,000 of hectolitres. For all that regards the proceedings of the vintage and the mode of preparing the must I beg leave to refer to my reports for 1889, wherein as far as I could I went largely into the subject. Ever since then the same efforts have been at work to improve the wine industry, but without any decided satisfactory result up to now, for the reasons already stated.

Green fruits.

The production of oranges and of lemons, 1890, in this district resulted thus:—Oranges one-sixth part above the ordinary average; lemons one-fourth part under the ordinary average; the lemon crop is calculated at 4,000,000 of hundreds, and that of oranges at 1,500,000 of hundreds, or 500,000 cases of oranges and 600,000 cases of lemons. Concentrated lemon juice, 2,000 casks. Essence of lemon, 75 tons.

The foregoing were exported to—

	Cases.
United States of America	200,000
Austria	850,000
Russia	80,000
Turkey	30,000
Italy	120,000
Other countries	50,000
Messina	270,000

Prices ruled as follows:—

	Lire per 1,000.
Lemons (winter fruit)	10
„ (summer fruit)	35
Oranges	20

Oranges are produced in the territory of Paternó, Santa Maura, Licodia, Biancavilla, Adernó, Leonforte, Palagonia, Scordia, Militello, Minco, Granmichele, Caltagirone, and Piedimonte Etneo.

Lemons are abundant in the territory of Catania, Aci Reale, Giarre, Riposto, Mascali, Fiumefreddo, Piedimonte Etneo, Caltaliano, and Paternó.

The distemper affecting orange and lemon trees known under

the names of "cagna" and of "gomma," has almost entirely been extirpated through grafting the trees at the trunk with the bitter orange, which is in itself refractory to the distemper in question.

But the lemon tree is still subject to the disease called "mitilaspis flavescens" affecting both tree and fruit, although within the last year the malady has show signs of relaxing. This infection tells upon the quality of lemons, rendering them of bad appearance and consequently objected to in foreign markets, but it does not interfere with the lasting qualities of the fruit. Oranges are not affected at present by any parasitic influence. Prices of these have ranged pretty fair, but those of lemons have left a good margin both to the producers and to the exporters; recently, however, prices of oranges have undergone a serious decline, leaving in some cases a loss on exports to America especially. It seems that the Sicilian produce finds a hard competition against Florida and California production where the growth of the orange tree is advancing fast.

The import trade shows signs of a decline in 1890, foreign goods, in fact, are in some cases being superseded by home make, to this and the heavy duties existing on foreign manufactures tend to keep these away. English goods especially in the way of cotton textures, and particularly on what are known under the name of twills or linings. English make of this kind has fallen off largely within the last two or three years through home competition from Northern Italy. The duty on these stuffs comes up as much as 45 per cent. to 50 per cent. on value. Other commodities likewise in former times imported from England and other countries are gradually losing the hold of Italian markets, being replaced by home industry. Imports.

The financial conditions of the city of Catania being rather straitened, all that regards public works is put in abeyance, and since my last report on the subject with the exception of the Circum-Etnea Railway no other works of note can be mentioned. The said line of railway is now under active construction, the first branch from Cibali to Misterbianco is completed, and the entire road round the several towns at the slopes of Mount Etna, will be opened in about 18 months. Public works.

General Remarks.

The economical and social position of this district has, during the last ten years, gone through a critical period. All commercial and financial interchanges have been severely shakened through many an act of breach of confidence, which proved disastrous to public credit. An overwhelming tendency to raising money at interest invaded all classes, local secondary banking institutions opened at one time blank credits to almost any one who felt inclined to sign a promissory note. The money thus raised at an interest varying from 6 per cent. to 10 per cent. per annum was General remarks.

mostly invested in purposes of luxury more than in any actual speculative investment. In this way houses in town, villas in the country, and the like were largely got up. The game, however, could not last long, a general breakdown was the natural result and one or two of the local banks had to come to grief; unlawful means for securing capital were resorted to, such as by forging the signatures of well-to-do people, or by altering the original amounts of bills into larger sums, and all other similar breaches of confidence, finally ending with two or three criminal cases before the local courts with much scandal and discredit. Things have now returned to a normal state, the fictitious activity of past years has subsided into a calmer and real business-like movement, and confidence so necessary to all commercial intercourse is gradually establishing itself.

Annex A.—Return of all Articles of Import to Catania during the Years 1890–89.

Articles.	1890.		1889.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Colonials	99	8,179	78	5,786
Paint and colours ..	608	6,836	825	11,315
Linen and jute goods ..	128	5,033	253	9,016
Cotton goods	333	55,250	417	64,132
Woollen goods	50	22,832	48	21,059
Silk goods	8	5,539	4	8,308
Paper goods	56	4,251	111	6,997
Iron and metal goods ..	2,606	30,297	5,411	54,130
Hides and leather goods	543	43,675	579	67,254
Coals	32,831	35,456	47,768	44,372
Pulse and dried fruit ..	31,380	251,182	28,775	258,343
Live stock	271	11,329	255	16,757
Sundry goods	4,082	60,828	4,636	76,976
Total	72,995	540,687	89,160	644,175

RETURN of all Articles of Export from Catania during the Years 1890–89.

Articles.	1890.		1889.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Sulphur	104,991	541,753	117,703	353,109
Olive oil	14	74,46	9	993
Aloe juice	..	..	7	487
Tartaric salt	210	13,328	120	7,217
Linseed	662	12,176	320	3,234
Woollen goods	2	986	3	1,356
Rags	70	562	7	92
Worked cork	4	532	2	336
Prepared hides	19	1,351	42	6,980
Wine	2,534	34,772	537	9,879
Stone for constructions	5,438	5,069	6,602	7,463
Wheat	1,097	7,274	781	6,264
Oranges and lemons	24,284	175,067	21,201	152,746
Shelled almonds	2,266	145,553	1,113	61,752
Walnuts and small nuts	1,137	27,264	1,091	20,437
Sundry seeds	560	9,439	338	6,286
Salt fish	94	3,037	89	2,870
Cheese	16	1,132	87	5,887
Sundry goods	3,903	42,831	4,482	39,297
Total	147,301	1,026,872	154,534	686,685

Annex B.—TABLE showing the Total Value of all Articles Exported from Catania and Imported to Catania from and to Foreign Countries during the Years 1890–89.

Country.	Exports.		Imports.	
	1890.	1889.	1890.	1889.
	£	£	£	£
Great Britain	171,031	123,261	144,734	172,273
France	42,903	49,627	31,687	50,266
United States of America	84,134	109,407	740	12,712
Austria	200,466	132,433	31,626	47,166
Holland	30,863	14,382	1,946	4,144
Germany	99,820	51,187	38,058	56,462
Turkey	102,847	32,448	5,751	11,733
Other countries	294,808	173,877	286,145	289,419
Total	1,026,872	686,685	540,687	644,175

Annex C.—Imports into Catania during 1890.

Articles.	Great Britain and Colonies.		France.		Germany.		United States.		Austria.		Holland.		Turkey.		Other countries.		Total.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£	Tons.	£	Tons.	£	Tons.	£	Tons.	£	Tons.	£	Tons.	£	Tons.	£
Colonial	71	5,816	15	1,260	7	605	...	...	3	201	1	127	...	...	2	170	99	8,179
Paint and colours ...	137	1,461	24	459	16	402	...	...	21	251	12	242	394	3,952	4	69	608	6,836
Linen and jute goods ...	39	1,780	26	428	2	210	...	...	3	288	...	...	...	...	58	2,327	128	5,033
Cotton goods	288	46,918	1	83	13	2,860	...	...	8	1,507	1	52	...	...	22	3,830	333	55,250
Woollen goods	27	11,128	5	2,062	12	6,326	...	...	4	2,300	...	...	...	...	2	1,016	50	22,832
Silk goods...	1	401	1	1,386	3	2,675	...	...	1	398	...	...	...	...	2	679	8	5,539
Paper goods	3	269	6	475	8	710	...	...	36	2,576	1	76	...	...	2	145	56	4,251
Iron and metal goods ...	1,130	11,260	840	7,273	288	5,603	...	...	57	1,301	40	1,010	...	...	251	3,850	2,606	30,297
Hides and leather goods	136	8,781	37	5,794	163	15,433	...	...	25	2,064	...	...	6	365	176	11,238	543	43,675
Coals	29,963	32,359	2,868	3,097	...	...	...	...	...	...	...	...	...	...	...	...	32,831	35,456
Pulse and dried fruit ...	210	1,230	15	417	7	120	...	...	122	1,049	...	...	31	244	30,995	248,122	31,380	251,182
Live stock	129	5,889	12	313	8	175	21	737	6	221	14	431	29	1,181	52	2,382	271	11,329
Sundry goods	1,836	17,442	716	8,640	164	2,939	1	3	872	19,470	2	8	3	9	488	12,317	4,082	60,828
Total...	33,970	144,734	4,566	31,687	691	38,058	22	740	1,158	31,626	71	1,946	463	5,751	32,054	286,145	72,995	540,687

Annex D.—Exports from Catania during 1890.

Articles.	Great Britain and Colonies.		France.		Germany.		United States.		Austria.		Holland.		Turkey.		Other Countries.		Total.	
	Quantity.	Value.	Quantity	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£	Tons.	£	Tons.	£	Tons.	£	Tons.	£	Tons.	£	Tons.	£	Tons.	£
Sulphur	15,191	78,385	3,681	18,994	10,545	54,412	5,807	29,964	6,529	33,689	3,526	18,195	16,105	83,102	43,607	225,012	104,991	541,753
Olive oil	7	2,076	...	...	...	...	...	...	4	1,556	...	...	...	...	3	1,114	14	4,746
Aloe juice	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tartaric salt	125	8,400	...	...	...	...	...	...	36	2,078	...	...	...	...	49	2,850	210	13,328
Linseed	466	6,870	5	68	...	...	188	5,168	3	70	...	...	...	...	...	...	662	12,176
Tannic seed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Woollen goods	2	986	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	986
Rags	...	...	...	...	...	...	14	142	...	...	...	...	...	...	56	420	70	562
Worked cork	2	260	...	...	...	...	...	...	1	151	...	...	...	...	1	121	4	532
Prepared hides	4	240	8	450	3	200	...	...	4	461	...	...	...	...	...	...	19	1,351
Wine	321	4,420	2	37	6	101	...	...	8	112	...	...	1	22	2,196	30,080	2,534	34,772
Stone for constructions ...	5	9	...	...	651	783	50	60	430	321	...	...	210	258	4,092	3,638	5,438	5,069
Wheat	16	120	50	332	246	1,625	2	22	1	10	...	...	4	25	778	5,140	1,097	7,274
Oranges and lemons ...	651	4,725	...	...	626	6,670	5,444	37,200	12,278	88,410	16	120	2,607	18,772	2,662	19,170	24,284	175,067
Shelled almonds	502	32,109	204	13,545	381	24,410	20	1,301	976	62,503	147	9,365	...	...	36	2,320	2,266	145,553
Walnuts and small nuts	166	3,988	136	3,270	179	4,305	210	4,995	318	7,630	106	2,550	...	...	22	526	1,137	27,264
Sundry seeds	274	4,202	...	...	...	...	284	5,167	2	70	...	...	...	...	...	...	560	9,439
Salt fish	64	2,077	...	...	...	...	3	103	16	502	...	...	10	324	1	31	94	3,037
Cheese	15	1,063	...	...	...	...	...	...	...	...	...	...	...	...	1	69	16	1,132
Sundry goods	1,918	21,101	581	6,207	612	7,314	9	12	213	2,903	78	683	56	344	436	4,317	3,903	42,831
Total	19,729	171,031	4,667	42,903	13,249	99,820	12,031	84,134	20,819	200,466	3,873	30,863	18,993	102,847	53,940	294,808	147,301	1,026,872

Annex E.—Return of all Shipping at the Port of Riposto, within the Vice-Consular District of Catania, in the Year 1890.

Entered.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Italian	302	15,292	167	91,003	469	106,295
British	...	...	7	4,273	7	4,273
German	...	...	...	...	...	...
Greek	...	...	...	...	...	...
Other nationalities	2	1,895	7	5,251	9	7,146
Total	304	17,187	181	100,527	485	117,714
„ for the year preceding ...	319	14,174	119	73,214	438	87,388

Cleared.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Italian	313	17,260	167	91,003	480	108,263
British	...	...	7	4,273	7	4,273
German	...	...	...	...	...	...
Greek	...	...	...	...	...	...
Other nationalities	2	1,895	7	5,251	9	7,146
Total	315	19,155	181	100,527	496	119,682
„ for the year preceding ...	325	14,660	119	73,214	444	87,874

Annex F.—Return of the Principal Articles of Import to Riposto, within the Vice-Consular District of Catania, during the Years 1890–89.

Articles.	1890.		1889.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Wine	..	..	27	86
Tartaric salt	..	..	9	245
Worked cork	..	..	..	..
Metal goods	120	715	30	259
Stone for constructions	10	80	2	12
Wheat	7	68	83	764
Coffee	1	88	1	91
Mineral oil	60	538	6	49
Pure spirit	10	1,020	10	2,016
Sundry goods	12	105	78	526
Total	220	2,614	247	3,998

RETURN of the Principal Articles of Export from Riposto, within the Vice-Consular District of Catania, during the Years 1890–89.

Articles.	1890.		1889.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Wine	52,895	71,954	95,680	137,686
Aloe juice	..	..	..	..
Sulphur	..	..	..	..
Green fruits	4	120	4	164
Almonds	2	196	1	87
Oranges and lemons ..	..	..	..	..
Pure spirits	4	398	..	..
Sundry goods	228	875	112	592
Total	53,133	73,543	95,797	138,529

Annex G.—TABLE showing the Total Value of all Articles Exported from Riposto and Imported to Riposto, within the Vice-Consular District of Catania, from and to Foreign Countries during the Years 1890–89.

Country.	Exports.		Imports.	
	1890.	1889.	1890.	1889.
	£	£	£	£
Great Britain	6,696	10,257	589	1,185
France	28,422	120,974	85	69
United States of America	23,653	..	544	..
Austria	7,316	763	1,250	2,647
Other countries ..	7,456	6,535	146	97
Total	73,543	138,529	2,614	3,998

Annex H.—SULPHUR Steam Mills at Catania.

Name of Firm.	Number of Workmen.	Tons Produced in 7 Months.	Nature of Production.	Working Period.	Production Exported to.
Alonzo and Consoli ..	75	15,000	Ground and refined	Refined, all the year. Ground, from November to May.	Italy, Austria, Greece, Spain, England, Germany, Sweden and Norway, Russia, Turkey, U.S. of America.
Alonzo and Consoli e Marano	75	15,000	,, ,,		
Trewhella	90	17,000	,, ,,		
Giuseppe Vasta di Gno. ...	50	7,500	,, and sublimed		
Fratelli Fichera di Carmelo...	25	3,000	,, ,,		
Bianchi	10	1,000	Refined		
Giuseppe Lomeo	30	3,500	Ground		
Nunzio Nicoletti	35	3,800	,, ...		
Fratelli D' Agata	28	3,000	,, ...		
Sebno. Arcidiacono	35	3,800	,, ...		
Michele Finocchiaro... ...	28	3,000	,, ...		
Fratelli Caruso	25	2,000	,, ...		
Torrisi Lanzafame	20	1,500	,, ...		
Total	526	79,100	...	...	...

Annex I.—TABLE of the Sulphur Mines within the District of Catania.

Number.	Commune.	Name of Mines.	Name of Owner.	Where Found.	If Active or Inactive.
1	Agira ...	Serracampana Torcetta ...	Carmelo Torcetta	1813 ...	Active
2	,, ...	,, Amato ...	Francesco Amato	1810 ...	Inactive
3	,, ...	,, Castro ...	Domenico Castro and Co. ...	1832 ...	Active
4	,, ...	,, Bianco ...	Giovanni Bianco	1833 ...	,,
5	,, ...	Garrubba	Fratelli Gussio	,, ...	,,
6	,, ...	Finocchio	,, ...	,, ...	,,
7	,, ...	Cararai	Giovannina Moncada ...	1834 ...	Inactive
8	,, ...	S. Paolo Bongiovanni Torcetta	Carmelo Torcetta	1869 ...	,,
9	,, ...	S. Paolo Bongiovanni Sinopoli	Giuseppe Sinopoli	,, ...	,,
10	,, ...	Cannamela	Giuseppe Giunta	,, ...	Active
11	,, ...	Salicio	Fratelli Gussio	,, ...	,,
12	,, ...	Colla	Principe di Gangi	1812 ...	,,
13	,, ...	Garrubba Angarella ...	R. Trewhella and Co. ...	,, ...	,,
14	Assoro ...	Giangagliano	Giovanni Scavone and Co. ...	,, ...	Inactive
15	,, ...	S. Agostino	Fratelli Gussio	1811 ...	Active.
16	,, ...	Pozzo	Nicolò Speciale and Co. ...	1791 ...	,,
17	,, ...	Zimbalio	Principe Villafranca ...	1790 ...	,,
18	,, ...	Panche	,, ...	1750 ...	,,
19	,, ...	Vodi Comune	Comune di Assoro	1700 ...	,,
20	,, ...	,, S. Rosolia	Eredi Pantano	1868 ...	,,
21	,, ...	,, Scavo	Fratelli Scavo and Co. ...	,, ...	,,
22	,, ...	Batino	R. Trewhella and Co. ...	,, ...	,,
23	,, ...	Ogliastrello	Principe Villafranca	1835 ...	,,
24	Caltagirone	Scala	Fratelli Alessandro	,, ...	Inactive
25	,, ...	Balchini	G. Scollo and Co.	1888 ...	Active
26	,, ...	,, Lomonaco ...	Lomonaco, Bonanno and Co.	,, ...	,,
27	,, ...	,, Vannucci ...	Marchese Vannucci	,, ...	Inactive
28	,, ...	,, Nobili	Nobili Giuseppe	,, ...	,,
29	Centuripe	Muglia	Barone Spitaleri	1825 ...	Active
30	,, ...	S. Costantino Salina ...	Principe di Satriano	1858 ...	Inactive
31	,, ...	Marmora	Eredi Duca S. Giovanni ...	1827 ...	Active
32	,, ...	Minnè	Comune di Centuripe ...	1828 ...	,,
33	,, ...	Scifa Policara	R. Demanio	1833 ...	Inactive
34	,, ...	Pietra longa	Rossi and Co.	1800 ...	,,
35	,, ...	Marmora Comune ...	Comune di Centuripe ...	1826 ...	Active
36	,, ...	,, Palmeri ...	,, ...	,, ...	,,
37	Leonforte	Faccialavata Scammacca	Fratelli Scammacca	1800 ...	,,
38	,, ...	,, Graziano ...	Graziano Sutera and Co. ...	1850 ...	,,
39	,, ...	Favarotta Carella ...	Ercole Carella	,, ...	Inactive
40	,, ...	Giammari Taccetta ...	Carmelo Taccetta	,, ...	,,
41	,, ...	Roccametri	Ferdinando Cantarelli ...	,, ...	,,
42	,, ...	Pece salito...	Pece Giuseppe	,, ...	,,
43	,, ...	Muggiafara	Mnna. Urgio Vaccaria ...	,, ...	,,
44	,, ...	Trazzera	Pietro Senzabello	,, ...	,,
45	,, ...	Faccialavata Gussio ...	Francesco Gussio	1833 ...	,,
46	,, ...	Giammari Petringa ...	Filippo Petringa and Co. ...	1886 ...	,,
47	,, ...	,, Ilardi	Carmelo Ilardi and Co. ...	,, ...	,,
48	,, ...	,, Puleo	Santi Puleo and Co.	,, ...	,,
49	Raddusa ...	Destricella...	Francesco Valguarnera ...	,, ...	Active
50	,, ...	S. Nicolò Scavo	Fratelli Scavo	1770 ...	,,
51	,, ...	,, Marchese ...	Marchese Raddusa	1835 ...	,,
52	,, ...	Pietra Pizzuta	Francesco Valguarnera ...	1886 ...	,,
53	,, ...	Guidice	Eredi Lo Giudice	1770 ...	,,
54	,, ...	Mintina	Marchese Raddusa	,, ...	,,
55	,, ...	Portella	,, ...	,, ...	,,
56	Ramacca ...	Cugno e Carella	Principe di Formosa... ...	,, ...	Inactive
57	,, ...	Chiapperia	Mse. di S. Elisabetta... ...	1811 ...	,,
58	,, ...	S. Nicolò Cugno	Principe di Formosa	1886 ...	,,
59	,, ...	Passo Piraino Torriselle	Duca Carcaci	,, ...	,,
60	Regalbuto	Torricchia	Sinopoli Vincenzo	1878 ...	,,
61	,, ...	Calcara o Chieffo	Vincenzo di Marco	1881 ...	,,
62	Paternò ...	Raggio e Tramonti ...	,, ...	,, ...	,,
63	,, ...	Revocato	,, ...	,, ...	,,

MARSALA.

Mr. Vice-Consul Gray reports as follows :—

The return of exports shows a decrease on that of 1890, owing to reduced shipments of wine. The imports also are less than in 1890, and this is chiefly to be observed in the quantity of staves imported from America. There was less foreign spirit imported than last year, as the price had been increased so much that it could not compete with spirit made from poor wines here, especially as a large reduction in tax on distilling was accorded by Government. Trade and commerce.

The returns of vessels trading here do not differ much from those of 1890, as regards tonnage. Shipping.

As regards the vintage of 1891, the production may be calculated about the same as last year, owing to the large number of young vines, which were planted a few years ago, now beginning to yield plentifully. The quality, however, is far from good, and prices are very low as there is so little demand, and large quantities will have to be got rid of for distilling before the hot weather comes on. General remarks.

The only really important demand is from Malta, and shippers hope to get their profit out of the drawback which is accorded by Government on wines from 11 degrees to 14 degrees Gay-Lussac.

MILAZZO.

Mr. Vice-Consul Trifiletti reports as follows :—

As to what concerns the import trade I can say that it has developed for the past year in the usual course, but exportation has not been very satisfactory on account of falling of prices of wine.

For good as may be the wine of this place, it is a fact that it is neglected on account of the great production of the article in Sicily and in Italy, which causes the low prices, and as local growers will not sell at so low prices, all business is stopped, and the export is very dull.

The trade of oranges and lemons is reduced considerably, as the new railway conveys these articles to Messina, where merchants from the interior find better chances for their shipments.

Very likely the new treaty of commerce with Germany will improve the conditions of this market, and I hope to be able to report about it next year, after experience of its effects.

RETURN of all Shipping at the Port of Palermo in the Year 1891.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	3	611	357	398,437	360	399,048
Italian	2,587	427,575	1,378	1,339,815	3,965	1,767,690
German	...	...	45	43,704	45	43,704
Dutch	...	...	32	22,713	32	22,713
Norwegian and Swedish	...	...	21	11,906	21	11,906
Belgian	...	...	14	15,718	14	15,718
Austrian	5	2,133	2	1,227	7	3,360
Other countries ...	7	2,171	5	3,246	12	5,417
Total	2,602	432,790	1,854	1,836,766	4,456	2,269,556
,, for the year preceding ...	1,897	107,303	1,698	1,287,720	3,595	1,395,023

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	3	611	358	400,013	361	400,624
Italian	2,572	425,561	1,369	1,333,529	3,941	1,759,090
German	...	...	45	43,704	45	43,704
Dutch	...	...	34	24,029	34	24,029
Norwegian and Swedish	...	...	18	10,955	18	10,955
Belgian	...	...	16	17,409	16	17,409
Austrian	8	2,847	2	1,227	10	4,074
Other countries ...	7	2,171	5	3,246	12	5,417
Total	2,590	431,190	1,847	1,834,112	4,437	2,265,302
,, for the year preceding ...	1,912	105,107	1,749	1,280,312	3,661	1,385,419

TABLE showing the Total Value of all Articles Exported from Palermo and Imported to Palermo from and to Foreign Countries during the Years 1890–91.

Country.	Exports.		Imports.	
	1891.	1890.	1891.	1890.
	£	£	£	£
Great Britain	303,364	362,831	378,178	372,271
France	151,156	144,278	125,964	116,672
Germany	22,245	24,768	64,850	111,006
United States	438,471	697,856	227,504	123,589
Austria	17,666	29,195	81,186	81,611
Holland..	39,838	32,835	17,703	13,598
Turkey	916	3,410	22,844	19,980
Russia	4,083	2,360	53,831	72,889
Belgium	9,330	6,497	8,588	14,425
Other countries ..	38,454	64,467	24,038	30,975
Total	1,025,523	1,368,497	1,004,686	957,016

RETURN of the Principal Articles of Import to Palermo during the Years 1891–90.

Articles.		1891.		1890.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Cotton goons and yarns	Cwts. ...	10,711	114,399	10,502	106,369
Woollen goods and yarns ...	,, ...	4,679	108,643	4,090	95,508
Silken goods and yarns	,, ...	345	62,966	219	55,811
Linen goods and yarns	,, ...	7,006	10,674	10,595	14,373
Coals	Tons ...	103,187	118,233	119,969	129,567
Cereals and vegetable produce ...	Bushels ...	432,011	94,588	537,445	82,826
Hides and skins	Cwts. ...	3,357	21,114	3,920	30,697
Animals and their produce ...	...	...	74,260	...	73,490
Petroleum	Gallons ...	779,086	29,746	755,788	28,850
Colours and dyes ... ,, ...	Cwts. ...	15,076	5,368	9,897	7,862
Iron and metals	Tons ...	2,510	83,602	5,380	68,233
Machinery	,, ...	320	24,926	237	22,498
Glassware	Cwts. ...	13,422	18,955	12,400	16,831
Timber and furniture	,, ...	284,514	58,231	419,030	66,097
Colonials	,, ...	38,291	107,247	26,264	81,554
Chemicals	,, ...	15,057	15,086	15,275	10,302
Other articles	...	...	56,642	...	66,148
Total	...	...	1,004,686	...	957,016

RETURN of the Principal Articles of Export from Palermo during the Years 1891–90.

Articles.		1891.		1890.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Green and dry fruit	...	...	421,337	...	703,991
Sumac	Cwts. ...	606,796	262,437	748,006	323,690
Sulphur	,, ...	8,892	1,444	15,660	3,230
Oils	Gallons ...	175,780	55,262	176,175	59,657
Cereals	Bushels ...	123,267	23,935	279,070	61,912
Manna	Cwts. ...	3,097	22,069	1,912	11,685
Tartar	,, ...	49,977	132,279	44,204	130,523
Animal produce	...	...	15,385	...	11,977
Lemon juice	Gallons ...	49,764	21,224	17,683	10,022
Wine	,, ...	271,348	18,527	426,030	12,902
Other articles	...	...	41,324	...	38,908
Total	...	...	1,025,523	...	1,368,497

RETURN of all Shipping at the Port of Messina in the Year 1891.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	18	1,901	365	388,685	383	390,586
Italian	1,872	87,322	1,435	756,785	3,307	844,107
German	...	...	38	32,777	38	32,777
Austrian	...	...	23	18,895	23	18,895
Greek	19	3,746	5	2,267	24	6,013
Other countries ...	46	2,919	142	75,723	188	78,642
Total	1,955	95,888	2,008	1,275,132	3,963	1,371,020
,, for the year preceding ...	2,531	191,174	2,223	1,502,389	4,754	1,693,563

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	18	1,901	363	386,394	381	388,295
Italian	1,797	85,113	1,429	752,701	3,226	837,814
German	...	...	37	32,002	37	32,002
Austrian	...	...	21	17,075	21	17,075
Greek	15	2,910	5	2,267	20	5,177
Other countries ...	39	1,893	138	74,118	177	76,011
Total	1,869	91,817	1,993	1,264,557	3,862	1,356,374
,, for the year preceding ...	2,430	184,048	2,208	1,489,713	4,638	1,673,761

RETURN of Principal Articles of Export from Messina during the Years 1891–90.

Articles.		1891.		1890.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Wine...	Gallons ...	300,344	20,750	350,488	23,972
Olive oil	Cwts. ...	78,142	190,358	25,445	61,988
Essences	,, ...	3,952	124,378	4,573	143,902
Argol and wine lees	,, ...	116,773	308,172	122,590	323,522
Lemon juice	,, ...	21,772	35,276	41,472	67,354
Oranges and lemons	,, ...	674,724	246,350	854,125	311,512
Almonds	,, ...	20,569	27,136	12,581	5,972
Walnuts and filberts	,, ...	37,806	46,048	68,132	82,986
Dried fruits...	,, ...	4,216	4,278	3,976	5,914
Seeds...	,, ...	1,960	1,274	889	1,044
Other articles	...	...	189,400	...	185,600
Total	...	...	1,193,620	...	1,213,766

RETURN of Principal Articles of Import to Messina during the Years 1891–90.

Articles.		1891.		1890.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Spirits	Gallons ...	...	...	1,533	90
Mineral oil	Cwts. ...	27,077	11,542	27,416	12,388
Coffee	,, ...	2,792	13,036	3,163	14,764
Sugar	,, ...	356	328	5	5
Cotton goods	,, ...	3,365	34,166	4,847	50,226
Woollen goods	,, ...	997	27,122	780	23,058
Hides and skins	,, ...	20,458	64,380	17,059	60,602
Iron	,, ...	35,447	14,392	27,767	9,680
Pig-iron	,, ...	15,298	2,795	15,584	2,215
Steel	,, ...	553	768	788	81,680
Window glass	,, ...	2,738	1,390	2,943	1,494
Coals	Tons ...	65,689	74,750	80,567	90,588
Wheat	Imp. qrs. ...	59,475	108,488	87,216	159,082
Flour...	Cwts. ...	...	...	126	80
Stock, codfish, and herrings ...	,, ...	40,107	48,852	39,625	50,264
Other articles	...	...	376,578	....	233,542
Total	...	...	778,587	...	789,758

Annex A.—Return of all Shipping at the Port of Catania in the Year 1891.

Entered.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Italian	1,851	59,583	722	552,440	2,573	612,023
British	3	262	261	275,306	264	275,568
Greek	85	14,625	5	3,348	90	17,973
German	...	...	25	26,071	25	26,071
Other nationalities	34	4,078	59	48,465	93	52,543
Total	1,973	78,548	1,072	905,630	3,045	984,178
,, for the year preceding ...	1,909	71,397	1,046	803,548	2,955	874,945

Cleared.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Italian	1,817	53,897	721	551,656	2,538	605,553
British	3	262	261	275,306	264	275,568
Greek	85	13,651	5	3,348	90	16,999
German	...	...	25	26,071	25	26,071
Other nationalities	34	4,078	59	48,465	93	52,543
Total	1,939	71,888	1,071	904,846	3,010	976,734
,, for the year preceding ...	1,920	72,831	1,047	803,895	2,967	876,726

EXPORTS from Catania during 1891.

Articles.	Great Britain and Colonies.		France.		Germany.		United States.		Austria.		Holland.		Turkey.		Other Countries.		Total.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£	Tons.	£	Tons.	£	Tons.	£	Tons.	£	Tons.	£	Tons.	£	Tons.	£
Sulphur	15,444	81,081	2,150	11,462	10,855	56,988	7,006	36,781	6,775	35,569	1,396	7,329	10,141	53,240	46,576	244,524	100,343	526,974
Olive oil	28	6,126	...	...	...	...	...	...	...	...	...	...	...	...	2	916	30	7,042
Tartaric salt	37	1,923	...	...	...	...	75	3,886	...	...	...	...	...	...	62	3,118	174	8,927
Linseed	924	14,992	194	2,085	10	176	225	5,586	31	560	41	480	...	...	2	36	1,427	23,915
Rags	338	4,594	...	...	...	...	...	...	...	...	...	...	...	...	...	...	338	4,594
Prepared hides	5	270	12	920	...	...	...	...	...	...	...	...	...	...	...	...	17	1,190
Wine	271	4,116	1	20	4	78	24	520	2	38	...	...	13	280	612	13,550	927	18,602
Stone for constructions...	228	156	...	...	...	...	...	...	7,572	5,149	...	...	1,420	965	5,610	3,716	14,830	9,986
Wheat	356	2,217	...	...	...	...	...	...	...	...	...	...	3	19	4,052	26,641	4,411	28,877
Oranges and lemons ...	1,490	10,737	41	302	369	2,660	5,602	40,336	11,332	81,588	12	87	2,935	21,134	3,540	25,486	25,321	182,330
Shelled almonds	410	29,312	79	5,694	242	17,428	164	11,794	320	23,010	30	2,190	...	...	5	364	1,250	89,792
Walnuts and small nuts	207	4,720	95	2,270	53	1,260	401	9,628	123	2,920	1	24	...	...	11	270	891	21,092
Sundry seeds	92	1,075	20	235	136	2,220	252	5,940	15	254	48	553	...	...	...	...	563	10,277
Salt fish	42	1,330	...	...	...	...	3	98	1	30	...	...	3	94	6	185	55	1,737
Cheese	30	2,090	...	...	...	...	1	54	...	...	...	...	...	...	4	257	35	2,401
Sundry goods	918	3,525	112	575	30	120	2	7	5	12	3	6	4	9	10	18	1,084	4,272
Total	20,820	168,264	2,704	23,563	11,699	80,930	13,755	114,630	26,176	149,130	1,531	10,669	14,519	75,741	60,492	319,081	151,696	942,008

Imports into Catania during 1891.

Articles.	Great Britain and Colonies.		France.		Germany.		United States.		Austria.		Holland.		Turkey.		Other Countries.		Total.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£	Tons.	£	Tons.	£	Tons.	£	Tons.	£	Tons.	£	Tons.	£	Tons.	£
Coals	47,565	53,273	1,564	1,752	...	...	...	...	376	422	...	...	...	...	...	...	49,505	55,447
Pulse and dried fruit ...	48	507	7	210	...	...	...	...	129	1,220	6	180	...	...	10,715	85,750	10,905	87,867
Colonials	118	10,000	2	170	2	208	...	...	2	165	1	128	...	...	1	110	126	10,781
Paint and colours ...	99	1,045	94	1,026	3	175	...	...	341	3,810	2	188	6	250	438	4,320	983	10,814
Linen and jute goods ...	13	1,561	204	2,163	5	291	...	...	2	280	...	...	...	...	8	957	232	5,252
Cotton goods	325	52,480	1	160	12	2,886	...	...	8	1,353	...	...	...	...	22	4,702	378	62,081
Woollen ,, ...	28	12,265	21	10,782	14	7,709	...	...	13	7,179	...	...	...	...	1	300	77	38,235
Silk ,, ...	1	582	2	1,945	3	2,610	...	...	1	672	...	...	...	...	1	612	8	6,421
Paper ,, ...	3	324	7	609	10	725	...	...	95	1,463	...	...	...	...	5	484	120	3,610
Iron and metal goods ...	865	12,740	90	3,315	165	4,015	...	...	83	2,302	140	3,473	...	...	209	3,980	1,557	29,825
Hides and leather ,, ...	130	11,060	198	17,596	102	13,875	441	27,338	113	11,315	...	...	...	...	64	4,176	1,048	85,360
Live stock	142	6,512	10	415	9	276	132	2,916	5	312	16	624	31	1,315	68	3,330	413	15,690
Sundry goods	1,372	18,567	512	6,111	421	5,614	560	7,115	984	22,535	22	84	34	100	236	6,064	4,641	66,190
Total	51,219	180,916	2,712	46,254	746	38,384	1,133	37,369	2,157	53,533	187	4,677	71	1,665	11,768	114,775	69,993	477,573

Annex B.—Return of all Articles of Import to Catania during the Years 1891–90.

Articles.	1891.		1890.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Colonials	126	10,781	99	8,179
Paint and colours ..	983	10,814	609	6,836
Linen and jute goods ..	232	5,252	128	5,033
Cotton goods	378	62,081	333	55,250
Woollen „	77	38,235	50	22,832
Silk „	8	6,421	8	5,539
Paper „	120	3,610	56	4,251
Iron and metal goods ..	1,557	29,825	2,606	30,297
Hides and leather „ ..	1,048	85,360	543	43,675
Coals	49,505	55,447	32,831	35,456
Pulse and dried fruit ..	10,905	87,867	31,380	251,182
Live stock	413	15,690	271	11,329
Sundry goods	4,641	66,190	4,082	60,828
Total	69,993	477,573	72,995	540,687

Return of all Articles of Export from Catania during the Years 1891–90.

Articles.	1891.		1890.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Sulphur	100,343	526,974	104,991	541,753
Olive oil	30	7,042	14	4,746
Tartaric salt	174	8,927	210	13,328
Linseed	1,427	23,915	662	12,176
Rags	338	4,594	70	562
Prepared hides	17	1,190	19	1,351
Wine	927	18,602	2,534	34,772
Stone for constructions	14,830	9,986	5,438	5,069
Wheat	4,411	28,877	1,097	7,274
Oranges and lemons ..	25,321	182,330	24,284	175,067
Shelled almonds ..	1,250	89,792	2,266	145,553
Walnuts and small nuts	891	21,092	1,137	27,264
Sundry seeds	563	10,277	560	9,439
Salt fish	55	1,737	94	3,037
Cheese	35	2,401	16	1,132
Sundry goods	1,084	4,272	3,903	42,831
Total	151,696	942,008	147,295	1,025,354

Annex C.—TABLE showing the Total Value of all Articles Exported from Catania and Imported to Catania from and to Foreign Countries during the Years 1891–90.

Country.	Exports.		Imports.	
	1891.	1890.	1891.	1890.
	£	£	£	£
Great Britain	168,264	171,031	180,916	144,734
France	23,563	42,903	46,254	31,687
United States of America	114,630	84,134	37,369	740
Austria	149,130	200,466	53,533	31,626
Holland	10,669	30,863	4,677	1,946
Germany	80,930	99,820	38,384	38,058
Turkey	75,741	102,847	1,665	5,751
Other countries ..	319,081	294,808	114,775	286,145
Total	942,008	1,026,872	477,573	540,687

Annex A.—RETURN of all Shipping at the Port of Riposto, within the Vice-Consular District of Catania, in the Year 1891.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons
Italian	368	15,268	234	139,905	602	155,173
British	...	...	17	11,396	17	11,396
German	...	...	1	957	1	957
Greek	...	...	...	...	...	...
Other nationalities	...	...	33	11,471	33	11,471
Total	368	15,268	285	163,729	653	178,997
,, for the year preceding ...	304	17,187	181	100,527	485	117,714

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Italian	363	14,994	234	139,905	597	154,899
British	...	...	17	11,396	17	11,396
German	...	...	1	957	1	957
Greek	...	...	...	...	...	...
Other nationalities	...	...	32	10,751	32	10,751
Total	363	14,994	284	163,009	647	178,003
,, for the year preceding ...	315	19,155	131	100,527	496	119,682

Annex B.—RETURN of all Principal Articles of Import to Riposto, within the Vice-Consular District of Catania, during the Years 1891–90.

Articles.	1891.		1890.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Metal goods	160	1,040	120	715
Stone for constructions	15	103	10	80
Wheat	3	31	7	68
Coffee	2	175	1	88
Mineral oil	23	195	60	538
Pure spirit	5	532	10	1,020
Sundry goods	15	175	12	105
Total	223	2,251	220	2,614

RETURN of all Principal Articles of Export from Riposto, within the Vice-Consular District of Catania, during the Years 1891–90.

Articles.	1891.		1890.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Wine	10,542	14,588	52,895	71,954
Green fruits	16	154	4	120
Almonds	5	242	2	196
Oranges and lemons ..	874	6,300	..	..
Pure spirit	6	403	4	398
Sundry goods	43	117	228	875
Total	11,486	21,804	53,133	73,543

Annex C.—TABLE showing the Total Value of all Articles Exported from Riposto and Imported to Riposto, within the Vice-Consular District of Catania, from and to Foreign Countries during the Years 1891–90.

Country.	Exports.		Imports.	
	1891.	1890.	1891.	1890.
	£	£	£	£
Great Britain	6,488	6,696	1,194	589
France	..	28,422	27	85
United States of America	5,621	23,653	249	544
Austria	8,123	7,316	766	1,250
Other countries ..	1,572	7,456	15	146
Total	21,804	73,543	2,251	2,614

Annex A.—Return of all Shipping at the Port of Marsala during the Year 1891.

Entered.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	86	4,392	31	22,270	117	26,662
German	...	...	3	2,863	3	2,863
Danish	...	...	9	5,966	9	5,966
Italian	1,254	47,091	810	100,828	1,464	147,919
American	1	336	...	...	1	336
Total	1,341	51,819	253	131,927	1,594	183,746
,, for the year preceding ...	2,589	52,728	251	112,877	2,840	165,605

Cleared.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	91	4,454	31	22,270	122	26,724
German	...	...	3	2,863	3	2,863
Danish	...	...	9	5,966	9	5,966
Italian	1,266	47,639	210	100,828	1,476	148,467
American	1	336	...	...	1	336
Total	1,358	52,429	253	131,927	1,611	184,356
,, for the year preceding ...	2,543	52,355	251	112,877	2,794	165,232

Annex B.—Return of the Principal Articles of Export from Marsala during the Years 1891–90.

Articles.		1891.		1890.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Cheese	Cwts. ...	646	1,678	297	772
Olive oil	,, ...	2,430	4,252	406	702
Fruit, dried	,, ...	...	...	20	40
Wine	Pipes ...	96,911	331,949	103,317	468,205
Wine lees, dried	Tons ...	144	8,640	...	...
Other articles	...	...	...	...	94
Total	...	...	346,519	...	469,813

RETURN of the Principal Articles of Import to Marsala during the Years 1891–90.

Articles.		1891.		1890.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Coffee and sugar	Cwts. ...	211	864	180	948
Coal	Tons ...	2,536	2,637	1,703	2,468
Bran	Cwts. ...	224	71	...	...
Staves	1,000 ...	815	14,670	1,457	26,226
Cattle	Head ...	...	...	56	504
Iron	Tons ...	102	765	194	1,267
Grain...	Quarters ...	1,781	4,665	1,616	3,998
Petroleum	Tons ...	454	6,710	343	5,088
Spirit	Pipes ...	671	6,710	990	7,086
Other articles	...	...	644	...	686
Total	...	...	37,736	...	48,271

Annex C.—TABLE showing the Total Value of all Articles Exported from Marsala and Imported to Marsala from and to Foreign Countries during the Years 1891–90.

Country.	Exports.		Imports.	
	1891.	1890.	1891.	1890.
	£	£	£	£
America	2,860	8,652	21,092	27,830
Great Britain and colonies	84,411	114,573	4,452	4,562
Italy	204,271	295,191	..	..
France	7,034	6,810	..	25
Germany and Russia ..	26,486	18,499	6,710	7,217
Tunis, and other countries	21,507	26,088	29,217	8,637
Total	346,519	469,813	61,471	48,271

Annex A.—Return of all Shipping at the Port of Trapani in the Year 1891.

Entered.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	28	9,866	9	7,631	37	17,497
Italian	70	32,050	14	9,260	84	41,310
Norwegian and Swedish	33	16,249	65	36,060	98	52,309
American	11	8,108	...	...	11	8,108
Russian	16	8,307	...	...	16	8,307
Austrian	10	6,238	...	...	10	6,238
Greek	3	929	4	2,498	7	3,427
Tunisian	1	103	...	...	1	103
German	...	...	4	2,941	4	2,941
Spanish	1	200	...	...	1	200
Total	173	82,050	96	58,390	269	140,440
,, for the year preceding ...	...	...	...	...	166	89,824

Cleared.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	28	9,866	9	7,631	37	17,497
Italian	70	32,050	14	9,260	84	41,310
Norwegian and Swedish	33	16,249	65	36,060	98	52,309
American	11	8,108	...	...	11	8,108
Russian	16	8,307	...	...	16	8,307
Austrian	10	6,238	...	...	10	6,238
Greek	3	929	4	2,498	7	3,427
Tunisian	1	103	...	...	1	103
German	...	...	4	2,941	4	2,941
Spanish	1	200	...	...	1	200
Total	173	82,050	96	58,390	269	140,440
,, for the year preceding ...	...	...	...	...	166	89,824

Annex B.—RETURN of British and Foreign Shipping at the Port of Trapani during the Year 1891.

ENTERED.

Nationality.	With Cargoes.			In Ballast.			Total.			Value of Cargoes.
	Number of Vessels.	Tons.	Crews.	Number of Vessels.	Tons.	Crews.	Number of Vessels.	Tons.	Crews.	
										£
British	3	2,682	60	34	14,815	375	37	17,497	435	4,800
Italians	46	13,597	..	38	27,713	..	84	41,310	..	20,750
Norwegian and Swedish ..	9	3,289	..	89	49,020	..	98	52,309	..	15,400
Americans ..	..	..	..	11	8,108	..	11	8,108	..	..
Russians	..	..	..	16	8,307	..	16	8,307	..	..
Austrians ..	2	1,201	..	8	5,037	..	10	6,238	..	17,890
Grecians	7	3,427	..	..	..	..	7	3,427	..	20,750
Tunisians ..	..	..	..	1	103	..	1	103	..	..
Germans	4	2,941	..	..	..	..	4	2,941	..	7,750
Spanish	..	..	..	1	200	..	1	200	..	..
Total ..	71	27,137	..	198	113,303	..	269	140,440	..	87,340

RETURN of British and Foreign Shipping at the Port of Trapani during the Year 1891.

CLEARED.

Nationality.	With Cargoes.			In Ballast.			Total.			Value of Cargoes.
	Number of Vessels.	Tons.	Crews.	Number of Vessels.	Tons.	Crews.	Number of Vessels.	Tons.	Crews.	
										£
British	34	14,976	375	3	2,521	60	37	17,497	435	6,000
Italians	64	32,858	..	20	8,452	..	84	41,310	..	13,500
Norwegian and Swedish ..	97	51,790	..	1	519	..	98	52,309	..	23,280
Americans ..	11	8,108	..	..	..	..	11	8,108	..	3,600
Russians	16	8,307	..	..	..	..	16	8,307	..	3,330
Austrians ..	9	5,664	..	1	574	..	10	6,238	..	2,250
Grecians	..	..	..	7	3,427	..	7	3,427	..	..
Tunisians ..	1	103	..	..	..	..	1	103	..	770
Germans ..	2	1,868	..	2	1,073	..	4	2,941	..	750
Spanish	1	200	..	..	..	..	1	200	..	1,000
Total ..	235	123,874	..	34	16,566	..	269	140,440	..	54,480

Annex B.—Return of Principal Articles of Export from Trapani during the Years 1891–90.

Articles.		1891.		1890.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Salt	Tons	219,288	60,304	106,865	34,731
Wine	Gallons	104,588	15,972	134,800	26,960
Planks	Tons	251	502	146	292
Empty casks	Number	10,850	2,441	92,500	20,812
Sparto ropes	Tons	52	1,456	65	1,820
Stones for building	,,	126	252	352	704
Macaroni	,,	10	120	27	324
Seeds	,,	14	252	21	378
Salted sardines	,,	247	7,410	545	16,350
Cheese	,,	40	3,040	25	1,900
Other articles	,,	4,980	6,428	5,128	6,709
Total	...	...	98,177	...	110,980

Return of Principal Articles of Import to Trapani during the Years 1891–90.

Articles.		1891.		1890.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Coal	Tons	13,320	13,320	7,289	7,289
Wheat	,,	11,199	95,192	12,425	105,612
Olive oil	,,	1	36	1,314	47,304
Alcohol	,,	162	3,888	117	2,808
Iron sheets, bars, hoops, tubes, &c.	,,	343	2,925	1,378	11,713
Zinc plates	,,	6	132	2	44
Roof tiles	Number	15,700	31	28,000	56
Cotton cloths	Kilos.	450	70	800	128
Woollen cloths	,,	1,599	210	1,014	136
Sparto weed	Tons	111	1,554	120	1,680
Cattle	Number	379	7,580	66	1,320
Horses, mules, and donkeys	,,	258	1,290	126	630
Salted fish	Tons	310	930	626	1,878
Sponges	,,	3	49	1	23
Empty casks	Number	778	140	...	...
Coffee	Kilos.	10,520	1,271	14,884	1,802
Seeds	Tons	30	630	19	399
Bran	,,	...	...	12	60
Petroleum	,,	323	3,392	379	3,980
Common wood	,,	3,705	31,492	...	...
Other articles	,,	7,311	43,866	6,120	36,720
Total	...	...	207,998	...	223,582

Annex C.—TABLE showing the Total Value of all Articles Exported from Trapani and Imported to Trapani from and to Foreign Countries during the Years 1891–90.

Country.	Exports.		Imports.	
	1891.	1890.	1891.	1890.
	£	£	£	£
England	7,980	12,641	16,377	19,046
Turkey	14,789	28,650	98,446	109,592
Tunis	2,444	1,529	8,955	49,314
United States of America	19,100	7,386	3,392	3,980
Sweden and Norway ..	25,280	21,926	11,292	..
Russia	5,330	3,146	..	..
Brazil	..	..	2,756	1,802
Austria	6,250	5,845	20,200	15,600
Greece	..	2,800	..	..
Germany	3,750	7,428	3,888	2,808
Spain	1,000	14,032	..	..
France	..	..	1,582	320
Other countries.. ..	12,254	5,600	41,110	21,120
Total	98,177	110,980	207,998	223,582

RETURN of British and Foreign Shipping at the Port of Milazzo during the Year 1891.

ENTERED.

Nationality.	With Cargoes.			In Ballast.			Total.		
	Number of Vessels.	Tons.	Crews.	Number of Vessels.	Tons.	Crews.	Number of Vessels.	Tons.	Crews.
British	21	18,284	440	3	2,922	69	24	21,206	509
Dutch	1	659	24	..	..	..	1	659	24
Norwegian	6	1,767	76	..	..	..	6	1,767	76
Austro-Hungarian	2	875	21	..	..	..	2	875	21
Greek	4	1,865	58	..	..	..	4	1,865	58
Turkish..	1	150	8	..	..	..	1	150	8
Montenegrian	..	..	..	1	148	8	1	148	8
Russian..	1	864	20	..	..	..	1	864	20
Italian	1,090	117,709	4,931	450	14,238	2,549	1,540	131,947	7,480

RETURN of British and Foreign Shipping at the Port of Milazzo during the Year 1891—continued.

CLEARED.

Nationality.	With Cargoes.			In Ballast.			Total.		
	Number of Vessels.	Tons.	Crews.	Number of Vessels.	Tons.	Crews.	Number of Vessels.	Tons.	Crews.
British	18	15,515	380	6	5,691	129	24	21,206	509
Dutch	1	659	24	..	..	..	1	659	24
Norwegian	6	1,767	77	..	..	..	6	1,767	77
Austro-Hungarian	..	..	..	2	875	24	2	875	24
Greek	1	615	19	3	1,250	39	4	1,865	58
Turkish	1	150	8	..	..	..	1	150	8
Montenegrian	..	..	..	1	148	8	1	148	8
Russian	1	864	20	..	..	..	1	864	20
Italian	1,289	128,481	5,812	241	16,945	1,638	1,530	145,426	7,450

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DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

ITALY.

REPORT FOR THE YEAR 1891

ON THE

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REFERENCE TO PREVIOUS REPORT, Annual Series, No. 953.

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ITALY.

NAPLES.

Consul Hartwell to the Earl of Rosebery.

My Lord, *Naples, August* 19, 1892.

I HAVE the honour to transmit herewith to your Lordship my Report on the Trade and Commerce of this Consular District for the year 1891, together with Reports for the same year received from Mr. Vice-Consul Berner on the Trade and Commerce of Bari, from Mr. Vice-Consul Parlender on the Trade and Commerce of Barletta, from Mr. Vice-Consul Kerrich on the Trade and Commerce of Reggio (Calabria), and Returns of Shipping and of Exports and Imports forwarded to me by Mr. Vice-Consul Drinkwater at Castellamare di Stabia.

I have, &c.,
(Signed) E. H. B. HARTWELL.

Report on the Trade and Commerce of Naples in the Year 1891.

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Imports and Exports.

The total value of Imports in the year 1891 was 6,558,601*l.*, showing a decrease in quantity of 68,142 tons, and an increase of value of 1,558,227*l.* compared with the previous year, this discrepancy arises from a large import of silver coin from France and the United States, amounting to 2,208,005*l.* The Exports were of the total value of 1,151,264*l.*, showing a decrease of 38,123*l.* against the previous year.

Particulars are given in the annexed tables B and C.

RETURN of the Principal Articles of Import to Naples during the years 1891 and 1890.

Articles.		1891.		1890.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Wine, oil and spirits	Gallons ...	2,110,438	212,799	2,425,164	143,615
Drugs, colonials and tobacco ...	Tons ...	3,361	195,944	2,727	179,629
Chemicals, medicine and perfumery.	,, ...	4,605	96,273	4,420	94,062
Colours and dyes	,, ...	1,276	43,847	1,549	70,407
Hemp, flax, and manufactures of	,, ...	779	59,531	939	62,909
Cotton, and manufactures of ...	,, ...	4,425	899,960	6,395	592,542
Wool, hair, and manufactures of ...	,, ...	780	289,229	769	313,169
Silk, and manufactures of	,, ...	30	97,571	32	115,237
Timber and straw	,, ...	23,272	588,916	23,145	548,550
Paper and books	,, ...	1,060	37,531	661	30,458
Curriery	,, ...	2,110	217,752	3,577	297,373
Metals	,, ...	22,864	471,821	20,109	543,773
Stones, earthenware and glass ...	,, ...	418,287	478,838	397,774	482,452
Cereals	,, ...	61,037	857,394	149,210	1,158,462
Live animals and animal produce...	,, ...	7,451	230,618	8,172	278,513
Sundries	,, ...	167	57,084	177	68,491
Precious metals and specie... ...	,, ...	½	2,223,593	½	22,728
Total	... ...	551,504½	6,558,601	619,646½	5,000,374

Annex B.—RETURN of the Principal Articles of Export from Naples during the years 1891 and 1890.

Articles.		1891.		1890.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Wine, oil and spirits	Gallons ...	1,876,370	141,771	4,141,134	248,261
Drugs, colonials and tobacco ...	Tons ...	69	5,959	179	15,578
Chemicals, medicine and perfumery.	,, ...	4,590	203,325	3,214	189,093
Colours and dyes	,, ...	28	6,376	76	2,675
Hemp, flax, and manufactures of	,, ...	5,219	188,935	5,190	171,518
Cotton, and manufactures of ...	,, ...	163	8,997	12	2,127
Wool, hair, and manufactures of ...	,, ...	311	33,842	232	25,537
Silk, and manufactures of	,, ...	1 3/20	4,475	1½	5,103
Timber and straw	,, ...	5,320	24,868	1,164	12,948
Paper and books	,, ...	2,582	41,316	1,984	30,573
Curriery	,, ...	1,530	101,724	272	48,036
Metals	,, ...	193	29,979	102	14,875
Stone, earthenware and glass ...	,, ...	3,291	7,168	3,806	27,967
Cereals	,, ...	10,124	114,483	12,337	147,358
Live animals and animal produce...	,, ...	397	224,114	332	233,977
Sundries	,, ...	229	13,932	170	12,761
Total	... ...	34,047 1/20	1,151,264	29,071	1,189,387

Annex C.—TABLE showing Total Value of all Articles Exported from and Imported to Naples from and to Foreign Countries during the years 1891 and 1890.

Country.	Exports.		Imports.	
	1891.	1890.	1891.	1890.
	£	£	£	£
Great Britain	276,009	246,218	1,521,202	1,695,054
France	323,086	277,103	2,596,851	591,056
United States of America	237,177	217,077	450,847	240,844
South America	53,215	179,683	71,208	59,147
Egypt	42,715	33,663	72,141	17,661
Belgium	41,784	48,055	54,331	68,597
Austria	31,800	41,335	510,062	644,002
Germany	53,250	34,571	321,756	388,537
Africa	21,985	35,750	32,216	10,026
Turkey	23,258	11,664	338,446	271,395
Spain	5,165	4,367	10,524	2,349
Holland	20,244	32,072	76,229	79,867
Greece	8,986	10,942	53,741	47,575
Switzerland	1,267	926	59,300	71,558
Russia	1,532	1,725	87,188	275,051
Roumania	..	946	239,524	468,782
Sweden and Norway ..	559	220	39,858	63,792
Other countries	9,232	13,070	23,177	5,081
Total	1,151,264	1,189,387	6,558,601	5,000,374

As compared to last Report, the following quantities of cod-fish and stock-fish were imported into Naples during the year from September, 1891, to Easter, 1892 :— Imports of cod-fish and stock-fish.

Quality.	1891–92.	1890–91.
	Quintals.	Quintals.
Gaspe	14,100	13,222
Shore	21,000	7,494
Labrador	27,000	20,440
Norwegian	24,000	31,050
French	17,000	25,547
Total	103,100	97,753

About 21,000 quintals of Norwegian stock-fish were imported into this market during the same period. Norwegian stock-fish.

There was a falling off in the importation of Norwegian fish owing to the price having been exceedingly high, about 1*l.* 7*s.* per English quintal. Norwegian fish.

Shore-fish. Where Newfoundland shore-fish was obtainable at about 1*l.* 2*s.*, there was an increase in the importation over the preceding year.

Gaspe. The importation of Gaspe fish remained about the same as last year, the prices ruling between 1*l.* 3*s.* to 1*l.* 1*s.* per quintal.

Labrador. A small increase in the importation of this quality was experienced at prices ranging from 18*s.* down to 14*s.*, owing

French fish. to a falling off in the importation of French fish, the price of which was 1*l.* 2*s.* per quintal.

Coffee. The total importation of this article was 1,231 tons, valued at 113,235*l.*, of which 769 tons, value 70,718*l.*, were imported from Great Britain and her Colonies; against 782 tons, value 68,850*l.* of the previous year. (The quintal amounts to 220,45 avoirdupois.)

Sugar and molasses. The total import of these articles was 514 tons, valued at 7,131*l.*, as compared to 670 tons, valued at 9,258*l.*, in the previous year. Great Britain and her Colonies contributed 269 tons, valued at 3,683*l.*, during the year 1891.

Metals. The importation of iron from Great Britain shows a slight decrease in value, viz., 1,083*l.*, as compared with the previous year.

Cereals. The importation of cereals in the year 1891, compared to the previous year, has diminished by 88 tons, value 2,991*l.*

The following countries have chiefly supplied this commodity, viz.:—

Country.	Quantity.	Value.
	Tons.	£
British possessions	11,131	128,400
Turkey and Egypt	26,223	321,167
Roumania	27,251	239,523
Russia	9,709	85,589
Greece	4,395	39,478

Shipping and Navigation.

Shipping and navigation. Total shipping. British vessels. The total number of vessels of all nations that entered the Port of Naples during the year 1891 was 6,881, measuring 2,363,979 tons. The number of British vessels that entered the Port of Naples during the year 1891 was 548, measuring (net registered tonnage) 835,789 tons, showing a decrease, as compared with the previous year, of 31 vessels and 42,842 tons.

Lines of British steamers. The following are the lines of British steamers visiting the Port of Naples:—

The Anchor Line.—Glasgow and Naples, thence to New York; about four sailings a month.

The British and Burmese Line.—Glasgow, Liverpool, and

Rangoon, and back to United Kingdom, calling at Naples whenever passengers wanting to land or embark at this port offer; sailings about every three weeks outward and homeward.

The British India Line.—London, Naples, Port Said, Aden, Colombo, Madras, and Calcutta, fortnightly each way; London, Naples, Port Said, Aden, Batavia, and Queensland Ports, four weekly each way.

The Cunard Line.—Liverpool, Naples, Adriatic, and Grecian ports, fortnightly.

The General Steam Navigation Company's Line.—London, Naples, and Italian ports, fortnightly.

The Glynn Line.—Liverpool, Naples, and Italian ports, fortnightly.

The Italo-Britannica Royal Mail Steam Navigation Company's Line.—London, Naples, and Italian ports, three times a month.

The McCracken Fenwick Company's Line.—London, Naples, and Italian ports, fortnightly.

F. Leyland and Company's Line.—Liverpool, Naples, and Adriatic ports, fortnightly.

The Peninsula and Oriental Steam Navigation Company's steamers call at Naples fortnightly on their outward-bound journey between the months of September and April. This company has now a direct fortnightly service between Naples and Alexandria.

The Orient Line.—London, Plymouth, Gibraltar, Naples, Port Said, Colombo, Adelaide, Melbourne, and Sydney, and vice versâ, fortnightly, landing and embarking the mails to and from Australia at Naples.

The Wilson Line.—Hull, Naples, and Italian ports, fortnightly.

Harbour accommodation.

The Ministry of Public Works has named a Committee to examine the proposals for the construction of two large dry docks in the port of Naples.

The principal dimensions of the two docks are, for No. 1 Dock, length, 125 metres; breadth, 32 metres; depth, 10 metres: for No. 2 Dock, length, 150 metres; breadth, 24 metres; depth, 8·50 metres.

Annex A.—RETURN of all Shipping at the Port of Naples in the year 1891.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	19	2,379	529	833,410	548	835,789
Italian	4,493	196,208	1,526	1,058,529	6,019	1,254,737
French	...	...	120	129,159	120	129,159
German	...	...	60	69,186	60	69,186
Norwegian	4	1,233	26	15,734	30	16,972
Danish	4	594	15	13,516	19	14,110
Other Nations ...	33	3,396	52	40,630	85	44,026
Total	4,553	203,815	2,328	2,160,164	6,881	2,363,979
,, for the year preceding ...	3,351	235,169	2,356	2,186,189	5,707	2,421,358

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	21	2,171	522	857,132	543	859,303
Italian	4,115	198,103	1,535	1,054,994	5,650	1,253,097
French	...	...	114	143,564	114	143,564
German	...	...	61	68,561	61	68,561
Norwegian	2	406	30	18,159	32	18,565
Danish	4	603	16	10,309	20	10,912
Other Nations ...	37	9,768	52	39,760	89	49,528
Total	4,179	211,051	2,330	2,192,479	6,509	2,403,530
,, for the year preceding ...	3,934	205,140	2,308	2,146,761	6,242	2,351,901

Engineering establishments.

The "Societa Industriale Napoletana," Hawthorn-Guppy, have, during the year 1891, completed and consigned to the Italian Government, after very successful trials, the machinery of the Italian cruiser "Iride," 4,000 i.h.p., obtaining over this an excess of 240 h.p. The 6,500 i.h.p. engines have been fitted on board the cruiser "Lombardia," and the mooring trials of this vessel have been completed; the backward state of the armament prevents the sea trials being proceeded with.

The delivery of the steering, windlass engines, capstans, &c., for the ironclad "Sardegna," has been made, and similar machinery has been partly completed for the ironclad "Sicilia."

The machinery of the "Tersicore," similar to that of the "Iride" above referred to, has now been placed on board, and the engines for the "Elba," of 6,500 i.h.p., and duplicates of the "Lombardia" design are well advanced in the shop.

Various small contracts for Government have been executed, but for private firms very little has been done, with the exception of a large horizontal mill engine of 150 i.h.p.

This firm has been engaged on Italian Government contracts for the construction of naval and military material, heavy guns of various calibres, and gun carriages, also work done on board the Italian ironclads "Re Umberto" and the "Andrea Doria." Sir W. G. Armstrong, Mitchell, and Co., Limited. Pozzuoli.

The number of workmen employed in the establishment has been reduced from 1,200 to 900 hands, who are chiefly Italians.

Population of Naples.

The estimated increase in the population of Naples during the year 1891 was 5,013. The total population, as returned by the municipal authorities, was 527,586. The births were 18,074, and the deaths 14,216, as will be gathered from the annexed statement. The average death-rate per 1,000 residents is stated officially at 26·9 in the year 1891, against 27·3 in the previous year. Births and deaths.

THE subjoined Statement, compiled from the Municipal Returns, shows the number of Births, Marriages and Deaths in the City of Naples during the year 1891.

Months.	Births.						Marriages.	Deaths.					
	Alive.			Still-born.				Residents.			Strangers.		
	Male.	Female.	Total.	Male.	Female.	Total.		Male.	Female.	Total.	Male.	Female.	Total.
January	1,062	989	2,051	79	76	155	228	829	857	1,686	64	42	106
February	871	856	1,727	52	55	107	224	790	822	1,612	74	24	98
March...	848	800	1,648	76	43	119	236	737	719	1,456	62	27	89
April	753	786	1,539	64	43	107	309	571	584	1,155	51	16	67
May	723	706	1,429	48	42	90	372	474	497	971	51	21	72
June	684	649	1,333	37	39	76	394	556	541	1,097	47	18	65
July	698	735	1,433	40	36	76	366	608	677	1,285	54	27	81
August	691	687	1,378	59	45	104	359	513	514	1,027	55	23	78
September	675	603	1,278	45	38	83	315	399	433	832	48	17	65
October	728	719	1,447	50	50	100	385	444	417	861	58	18	76
November	748	651	1,399	45	50	95	286	485	535	1,020	45	21	66
December	697	715	1,412	67	55	122	290	600	614	1,214	50	23	73
	9,178	8,896	18,074	662	572	1,234	3,764	7,006	7,210	14,216	659	277	936*

* Not included in the average death-rate.

Causes of Death.	Number of deaths.	Percentage on total number of deaths.
Diseases of the fœtus and congenital malformations ..	221	1·46
Small-pox	175	1·15
Measles	96	0·64
Scarlet fever	69	0·49
Erysipelas	50	0 35
Typhoid fever	105	0·70
Diphtheria and diphtheric croup	184	1·22
Whooping-cough	14	0·09
Malaria fever	25	0·16
Dysentery	52	0·35
Syphilis	148	1·00
Septicæmia, pyæmia, blood poisoning	71	0·46
General tuberculosis	159	1·05
„ scrofula	34	0·23
Anæmia	65	0·44
Marasmus-senile wasting	620	4·10
Diabetes mellitus	14	0·09
Malignant tumours	410	2·71
Diseases of the nervous system	2,310	15·25
„ „ breathing apparatus	5,424	35·60
„ „ circulatory „	1,403	9·25
„ „ digestive „	2,215	74·62
„ „ reproductive and urinary systems ..	417	2·76
Diseases of pregnancy, child-birth, and puerperal ..	57	0·40
Diseases of the skin and the subcutaneous tissue ..	217	1·43
Diseases of locomotor apparatus	59	0·40
Accidental deaths	178	1·20
Poisoning	8	0·05
Suicide	44	0·30
Homicide	43	0·30
Other diseases	265	1·75
Total	15,152	100·00

Public Works.

Society of the Risanamento.

The society of the "Risanamento," of Naples, has proceeded rapidly since the change of work sanctioned by the Municipality 10 months ago, and is in a fair way of being concluded by December 31, 1893—according to contract—the main street between the Piazza del Porto and that of the Via del Duomo. The demolitions between the Piazza del Duomo and the Piazza della Stázione will be completed within a few months.

The construction of the cheap houses in the Rione S. Cosmo, the Borgo Loreto, and along the line of Santa Maria la Fede, are finished. The Corso Garibaldi is nearly completed, and the Piazza del Porto will be so in about eight months.

The main drainage is far advanced, as is also the network of the second and third systems.

Up to the present about 80,000 square metres of street have been paved, and the Serino water and gas is being laid on.

Telephones.

Up to the end of the year 1891 subscribers to the Telephone Company in Naples were 915, showing a small decrease as compared with the previous year, which is attributed in part to the retirement of many gratis firms.

The telephonic system will soon be extended to the surrounding towns. The Italian Parliament has definitely approved a law which guarantees the Telephone Society for 21 years, so that they can with safety extend their plant and secure better results.

Emigration.

During the year 1891 there has been an increase in the number of emigrants from my Consular district.

Provinces and compartments.	1891.	1890.
	Number.	Number.
Aquila	2,897	3,103
Campobasso	7,587	7,016
Chieti	1,688	2,624
Teramo	157	99
Total Abruzzi and Molise ..	12,329	12,842
Avellino	6,882	6,168
Benevento	4,234	3,017
Caserta	3,972	3,028
Naples	4,220	2,988
Salerno	9,964	9,082
Total Campania	29,272	24,283
Bari	853	1,526
Foggia	1,091	1,245
Total Puglie	1,944	2,771
Potenza	9,304	9,055
Total Basilicata	9,304	9,055
Catanzaro	4,453	3,371
Cosenza	6,208	7,757
Reggio (Calabria)	564	200
Total Calabria	11,225	11,328
Grand total	64,074	60,279

Volcanic Disturbances.

Mount Vesuvius.

The active state of Mount Vesuvius which has continued since the month of December, 1875, has gone on during the past year in the same manner and with the same variations, that is to say, with periods of greater activity of the crater, often followed by a flow of lava which has not reached further than the base of the cone, followed by a large quantity of stones being shot out of the crater, which in falling formed a new active crater, which on the appearance of lava has fallen into the cavity below.

These eruptions have emitted a small quantity of sand or ashes of a dark colour.

The only event worthy of note in the year 1891 was the appearance of lava on the 6th of June, at the same time that the solar eclipse took place on that day.

After more active periods of explosion the crater emitted a quantity of globes of smoke and numerous projectiles. On the northern side of the cone a fissure opened, which was marked by a small issue, and was very conspicuous in certain points by the flowing of lava from small openings. The largest of these openings was near the base of the crater, and from this issued a copious quantity of lava, which lasted a long time, flowing into the space between Mount Vesuvius and Mount Somma, called the "Atrio del Cavallo"—only a small stream of this lava went further than the confines of the Atrio—going into the "Fosso della Vetrana" over the lava of 1872.

The crater, or eruptive cone, was for some days covered with yellow sublimations of chloride of iron.

On the lava in the "Atrio del Cavallo" were observed the usual sublimations of chloride of soda, chloride of copper, and chloride of lead, the last two sometimes blended together, forming a double chloride, which Professor Palmieri styled "mellonite."

Exchange.

THE following were the average rates of exchange on London in each month of the Year 1891.

Month.		Sight.		Usance, 90 days date.	
		Highest.	Lowest.	Highest.	Lowest.
January	Lire	25·65	25·60	25·35	25·30
February	„	25·55	25·50	25·35	25·30
March	„	25·50	25·47	25·30	25·27
April	„	25·55	25·52½	25·35	25·32½
May	„	25·82	25·77	25·52	25·47
June	„	25·62	25·60	25·32	25·30
July	„	25·45	25·42	25·30	25·27
August	„	25·78	25·70	25·60	25·55
September	„	25·75	25·70	25·60	25·55
October	„	25·77½	25·72½	25·60	25·55
November	„	25·87	25·85	25·62	25·60
December	„	25·90	25·85	25·65	25·60

Grocery store.

The firm of Messrs. Smith and Co., Limited, was orginally started in 1880 as a Grocery Store by the present senior of the firm. Being the only business of its class then in Naples, it gradually developed into a wholesale and retail establishment, under the title of the English Grocery Stores.

In 1889, in view of the exigencies of modern trade, and to meet the keen competition which had arisen, Mr. Smith decided to enlarge the business, and converted it into a limited company, with a paid-up capital of 200,000 fr.

Under these new conditions the firm established a chocolate and confectionery works, and have successively opened four separate branches in different parts of this city.

Their business consists of the sale of wines, spirits, liqueurs, aerated waters, colonial produce, biscuits, general grocery, chocolate, and confectionery. These goods are partly imported direct from the producers and partly manufactured by Messrs. Smith and Co. The firm employs permanently about sixty people in the factory, cellars and stores.

As an instance of the import trade done by Messrs. Smith and Co., it may be mentioned that in the year 1891 they paid 65,000 fr. for Custom House duties. They also export Italian wines and liqueurs, and are agents for various English and foreign firms.

Chemical works at Bagnoli.

The chemical works at Bagnoli, near Naples, produce about 10 tons of sulphuric acid daily. The raw material is Sicilian sulphur.

When the heavy duties on the alcohol, which once was

largely fabricated in this country, stopped in 1888 the working of all the alcohol fabrics, very little sulphuric acid was sold, because the manufacturers of alcohol were the best clients of the chemical works, and used nearly half of the total production. Dr. Walter, therefore, started the fabrication of mineral manures (or chemical manures), and introduced the use of them by fields of experiments, by lectures given in the provinces, and by popular publications. The results of the employment of chemical manures in the last four years have proved to be very satisfactory.

The chemical works are furnished with a platina apparatus, producing daily two tons of concentrated acid of 66 degrees Beaumé, and further with an apparatus Rohrmann for the fabrication of nitric acid.

Sulphate of copper has been produced with old copper, until the price of English sulphate of copper went down to 400 fr. the ton.

About 100 tons of sulphate of iron, 100 tons of alum, and 100 tons of sulphate of alumina are yearly produced, also small quantities of mineral colours for paper mills.

A very good raw material for alum fabrication has been found at a place distant one hour from the factory, a white clay containing 5 per cent. of potash and no iron, and will be worked on a larger scale later on.

The most promising articles for the works are the chemical manures, the use of which is gaining ground every year.

Bari.

Mr. Vice-Consul Berner reports as follows:—

Financial position.

During the year 1891 the improvement in the financial position of Bari has continued, and commercial confidence is reviving, although care is still advisable in granting credit, the traces of the last great banking crisis not being quite overcome.

Crops.

Crops have, on the whole, turned out satisfactorily, particularly of olive oil and wine, which are the most important products of the district.

Imports and exports generally.

The total imports in 1891 amounted to 1,072,633*l.*, a moderate increase of 178,834*l.* compared with 823,799*l.* in 1890.

A marked improvement is shown in the exports, which have reached 2,159,684*l.* in 1891, against 1,682,429*l.* of the preceding year.

Imports in particular.

The increase of imports refer to the following classes, viz.: Cotton, yarns, wool, webs from Great Britain; raw and manufactured metals also from Great Britain, at the expense of Belgium; salt-fish from Great Britain and Austria, at the expense of Norway.

A decrease is to be noticed in the imports of caustic soda and of timber.

As regards the imports from Great Britain in particular, an increase is noticeable—apart from the articles mentioned above—in colonial produce. drugs and coal, so that the total value of imports from Great Britain is showing a considerable improvement as compared with the preceding year: 199,574*l.* in 1891, against 125,008*l.* in 1890.

Exports in particular.

The improvement in the exports is chiefly due to the following articles, viz.: Olive oil to Great Britain in the first place, then to France, Austria, Germany, Belgium and Holland, and to the United States of America; wine to all the importing markets.

Tartars and Tartaric Acid.—A decrease has to be stated in the exports of almonds, seeds, carob-beans and potatoes, the crop of these products having been less favourable. The exports, in particular to Great Britain, have reached the figure of 151,413*l.* in 1891, in comparison to 91,637*l.* in 1890, and this increase may chiefly be attributed to olive oil—1,747 tons in 1891, against 749 tons in 1890.

Raw Tarter, Tartaric Acids and Dried Figs.—It must, however, be stated that not all goods, by a great quantity, which were declared at the Custom House here for England, have definitely been exported here, as in many cases they are merely transhipped in England to other countries.

This refers in particular to olive oil for culinary purposes, which mostly takes its way viâ England to Germany, and to tartars, which are transhipped to the United States.

Coasting trade.

The coasting trade also shows remarkable improvement compared with the preceding year.

The imports of goods amounted to 564,393*l.* in 1891, against 421,228*l.* in 1890, and the increase is chiefly due to refined spirits, olive oil, sugar, coffee, rice, greens, sulphur, yarns, linen, and woollen goods.

The exports of goods reached the total of 597,617*l.*, against 431,738*l.* in 1890, with an increase in olive oil, common soap, barley, and rags.

The total result of the import and export trades of Bari in 1891 may therefore be termed satisfactory, thanks to the favourable crops of most of our products, the moderate prices of which permitted exports on a larger scale, this again furthering the imports.

Shipping and Navigation.

Total number of vessels.

The total number of vessels of all nations which entered the port of Bari in 1891 was 1,160, measuring 510,250 tons, 701 of which were steamers, measuring 487,485 tons, 459 sailing vessels, measuring 22,765 tons.

The number of British vessels amounted to 73, measuring 74,762 tons, in 1891, against 63, measuring 70,655 tons, in 1890.

The principal British lines frequenting this port are the following:— British lines.

The Anchor Line.—Glasgow to Bari about every month.

The Cunard Line.—Liverpool to and from Bari about every three weeks.

The Leyland Line.—Liverpool to and from Bari about every three weeks.

The Wilson Line.—Hull to and from Bari about every two weeks.

Besides this, goods to London are being shipped by the *Navigazione Generale Italiana*, Florio and Rubattino, viâ Palermo, in conjunctive service with the *Italo-Britannica Line*, which latter Company, very much against their own interest and that of our trade, have not decided yet to let their steamers call at Bari.

This Company have paid a dividend of 6·60 per cent. to their shareholders for 1891, in spite of the times being unfavourable to the undertaking, and some of their vessels having suffered average, others having to undergo thorough repair. Puglia S.S. Co.

The net entry of the eleven boats of the Company amounted to 24,436*l.*, against 21,740*l.* in 1890, although the prohibition of grain export from Southern Russia remained in force, and thus one of the chief opportunities of freight dropped.

The project of a line of mail vessels in the Adriatic Sea under the supervision of the Government is still before the Chamber of Deputies pending their decision.

On the other hand, another project of building a careening dock by the Company has taken material shape. The municipality of Bari has accorded a yearly allowance to further the undertaking, but not fixed the amount yet as they mean first to examine the estimate.

Steps have been taken to obtain a subscription from the Chamber of Commerce also.

Engineering Establishment.

That of Guglielmo Lindemann remains, as hitherto, the most important, and is continuing working, on the basis as given in last year's report, with success.

Harbour Accommodation.

During 1891 no change has taken place respecting the deptb of the water along the principal quay, it remaining 8½ metres maximum to 3½ minimum. Occasional drainage was necessary, owing to accumulation of sand.

There has been no alteration in 1891 respecting signals.

The project of a new quay in continuation of the Via Pizzol has not yet been executed.

On the other hand, the building of the new Custom House is progressing quicker.

Population.

According to statistics of the Municipality *re* the population of Bari the census gave a total on December 31, 1891, including the garrison, of 73,834.

	Number.
Births in 1891	2,878
Deaths	1,502
Immigrants	731
Emigrants to other places in Italy	339
Marriages	458

Epidemics. Diphtheria and small-pox have been the cause of 160 deaths in 1891. Towards the end of the year the influenza had spread very much, but it was of no serious character.

Emigration.

In the year 1891, 112 persons have emigrated to foreign countries, viz.:—

	Number.
To South America	28
„ Greece..	58
„ Austria-Hungary	6
„ France..	12
„ Germany	4
„ England	2
„ Spain	1
„ Switzerland	1

Public Works.

Paving of Bari. The paving of the town with lava stones has been continued during seven months for the amount of 6,887*l.*, giving, on the average, occupation to 70 workmen per day.

New works. The Town Council has accepted during the year two projects for prompt execution—

(*a.*) The erection of a new school-house for 9,440*l.*
(*b.*) The enlargement of the cemetery for 6,140*l.*

Railway to Locorotondo. The Government has given a concession to the Province of Bari for the building of this railway, with a fixed allowance by the State of 120*l.* per kilometre each year for the duration of 70 years. The province, however, has so far not been successful in finding a suitable contractor who offers sufficient guarantee. Nevertheless, negotiations are being entertained, and it is hoped they will lead to a result ere long.

Engineer Zampari, the originator of the approved project, has asked a new delay, in order to present the finance committee to the council of the province. The council, however, has not replied yet to the inquiry. Aqueduct from River Sele.

The number of subscribers in 1891 was 168. Terms of subscription 6*l.* per year. Extension of wires about 26 kilometres. Apparatus, Berlin system. Telephones.

STATISTICS for the Port of Bari for the Trade with Foreign Countries during the year 1891 compared with 1890.

IMPORTS.

Country.	Value.	
	1891.	1890.
	£	£
Great Britain	199,573	125,004
Austria-Hungary	156,905	184,666
United States of America	58,445	57,165
Belgium-Holland	8,811	33,044
France	20,882	10,982
Germany	16,853	18,299
Greece	1,017	1,591
Switzerland	1,828	3,906
Spain and Portugal	9,532	..
Turkey	2,423	6,379
Norway	23,268	21,289
Russia	4,915	7,603
Sundry	3,788	2,643
Total	508,240	472,571
Italy	564,393	421,228
Grand total	1,072,633	893,799

EXPORTS.

Country.	Value. 1891	Value. 1890
	£	£
Great Britain..	151,493	91,637
Austria-Hungary	372,180	273,621
United States of America	154,843	105,844
Belgium-Holland	66,123	58,921
France	345,376	412,263
Germany	220,943	201,463
Greece..	5,516	3,251
Switzerland	95,351	26,205
Turkey	38,356	2,350
Norway	1,026	113
Denmark	4,420	131
Spain and Portugal	21,124	10,291
River Plate	78,813	63,556
Sundry	6,503	1,045
Total	1,562,067	1,250,691
Italy	597,617	431,738
Grand total	2,159,684	1,682,429

STATISTICS for the Port of Bari, Italy, for the year 1891 compared with 1890.

IMPORTS.

Articles.		1891. Quantity.	1891. Value.	1890. Quantity.	1890. Value.
			£		£
Colonial produce, drugs and tobacco.	Tons ...	1,473	121,375	1,320	109,301
Cotton, yarns and weaving hemp, flax and jute goods.	Lbs. ...	5,462,555	352,140	3,878,830	262,549
Coal	Tons ...	33,180	50,433	29,304	44,542
Metals, wrought and rough ...	,, ...	4,316	164,067	3,237	93,120
Caustic soda	,, ...	828	8,280	1,118	11,181
Petroleum	,, ...	4,012	93,068	3,519	84,448
Flour	,, ...	1,231	20,680	1,842	29,347
Dried fish	,, ...	1,911	91,728	1,460	70,079
Grain (wheat)	,, ...	1,870	16,830	1,763	16,669
Timber	C. metres*	30,380	74,560	45,590	85,556
Bricks	Tons ...	2,628	4,730	2,389	4,297
Sundry	,, ...	...	74,742	...	81,919
Total	... ...	...	1,072,633	...	893,799

* 1 cubic metre = 35·3 cubic feet.

EXPORTS.

Articles.		1891.		1890.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Wine	Gallons ...	678,525	293,565	412,965	224,892
Olive oil	Tons ...	28,467	1,252,548	18,846	791,532
Almonds	,, ...	3,367	229,260	3,776	302,084
Tartars and tartaric acid	,, ...	2,533	192,376	2,111	151,994
Soap	,, ...	1,512	24,417	1,588	26,678
Hides	,, ...	144	13,272	95	8,363
Seed	,, ...	1,381	40,377	1,904	57,120
Carob-beans	,, ...	2,395	15,263	3,486	18,824
Figs	,, ...	1,088	14,773	1,692	23,012
Grain	,, ...	3,958	31,644	3,986	32,898
Pulse potatoes...	,, ...	841	8,074	2,873	27,581
Sundry	,, ...	...	43,615	...	17,451
Total	... ...	...	2,159,684	...	1,682,429

BARLETTA.

Mr. Vice-Consul Parlender reports as follows :—

The total imports of all sorts of articles were, during the year, to the amount of 72,478 quintals, coals excepted, of which there was an import of 9,072 tons, divided as follows :— Imports.

4,500 tons of gas coal and fuel from the United Kingdom.
3,359 tons of small coals from the Austrian coast.
1,213 tons of charcoal from Italy.

The chief articles of import are flour, alcohol, wood. Petroleum is usually imported from the depôts of Venice, Bisuglu, and Bari, but important depôts will be established in the course of the year in this port for the supply of this district and the neighbouring provinces.

Wine, spirits, and tartars continue to be the most important articles of export, and, in spite of the general depression of the market, the quantity exported was larger than in the preceding year. Exports.

The total amount of wine shipped in this port was 225,566 hectolitres, valued at over 3,000,000 Italian lire. Switzerland is the principal importer, having reached a total of 93,523 hectolitres. Other countries come next, as follows :— Wine trade.

	Hectolitres.
South America	42,100
Germany	14,057
Austria-Hungary	6,843
Other countries	4,456

The trade with other parts of Italy was also very important, and the quantity or wine exported by sea was not less than 64,587 hectolitres.

Railways have besides a large part in the wine trade of this port, and the export of this article by rail is quite as important as that by sea as far as the Italian trade is concerned, whilst large quantities of grapes and new wine are forwarded by rail both to North Italy and to Switzerland and Germany.

These figures, however satisfactory, are by no means considered sufficient to ease the market which—since the rupture of the commercial relations with France—is crushed under an overwhelming mass of produce. Good wines succeed in obtaining a rather easy sale, but second-rate ones have no sale at all, and must be distilled into wine-spirits at such low prices that they scarcely cover the expenditure of the gathering of the grapes.

Great expectations were entertained in view of the new commercial treaties which have been brought to a conclusion between this country and the German and Austro-Hungarian Empires, but they had soon to vanish, as no improvement whatever was obtained from the Austrian Government, and the facilities granted by Germany are not considered sufficient to increase the wine trade, even on a small scale.

It is true there is a stipulation in the treaty with Austria which would bring immediate relief to the above state of things if promptly enforced.

The Austrian Government is, in fact, compelled by that clause to reduce the import duty on wines from 20 fl. to only 3·20 fl. whenever the Italian Government agrees to reduce the Italian duty from the actual rate of 20 lire to the former one of 5·77 lire.

Considering that Austria-Hungary is no longer the wine-growing country that it used to be, and that the grape disease ("philloxera devastatrix") has destroyed the splendid vineyards of Hungary, and in consequence of this the prices of wine are nearly tripled in spite of the increasing production of artificial wines and ciders, whilst on this part of the Adriatic Sea the over-production of wine is enormous and the prices are falling every year, one would believe that the Italian Government would not hesitate to bring into existence an arrangement which is sure to be of benefit to both countries.

But for reasons which are as yet not known, and in spite of several meetings held in different places of South Italy, Piemonte, and other provinces, and in spite of the unanimous opinion of the Press, exactly the contrary happens, and the application of the above clause is denied with as much vigour as it is required by the parties interested.

Spirits. Refined alcohol at 95° is imported from Austria and G. many. The production of this district being only of grape-brandy ("eau-de-vie de mare") and wine-spirits. The former is exported to France, in very small quantities, however, and to North Italy, where it forms a favourite drink.

The total amount of this brandy reached 6,368 hectolitres, valued at over half a million lire.

The wine-spirit produced here is the raw material obtained from the distillation of all sorts of bad wines in copper boilers. The spirit thus produced is not fit for consumption, and is chiefly sent to Milan and other places of North Italy to be refined into alcohol.

This process will henceforth be done in the place itself, as a large distillery is being built, which will be able in a few months to produce important quantities of pure refined wine-spirit.

Raw tartars were exported to the following countries :— Tartars.

	Quintals.
United Kingdom	2,244
United States of America	13,057
Austria-Hungary	1,309

Tartaric acid, manufactured by a local limited company, reached, at the close of the year, the total of nearly 3,500 quintals, chiefly used in Italy, very small quantities being exported to England and North America.

Olive oil, wheat, beans, casks of different sorts of wood, &c., as shown by the following table :— Other articles of export.

RETURN of the principal Articles Imported in the Port of Barletta during the year 1891.

Articles.	Quantity.	Value.
	Tons.	Lire.
Flour	1,085	347,200
Wood, boards and planks	4,941	197,600
Coals..	9,072	204,000
Sulphur	790	8,700
Sundries	431	22,900
Wine casks, No. 708..	..	28,300
Total	16,319	808,700

RETURN of the principal Articles of Export at the Port of Barletta during the year 1891.

Articles.	Quantity.	Value.
	Tons.	Lire.
Wine..	22,556	3,385,000
Brandy and spirits	700	735,000
Tartars and tartaric acid	1,960	2,950,000
Olive oil	468	468,000
Wheat, beans..	620	155,000
Wine casks, No. 6,120	..	214,000
Total	26,304	7,907,000

Crops.

The output of wheat, beans, fruits, wine, and olive oil was a good one, reaching the average quantity and of good quality. Wine alone made an exception, as the quantity produced was quite extraordinarily above the average. For some districts the result was so unexpected and unhoped-for, that there were no accommodations to store in all the wine coming from the country. The vintage was consequently protracted late into the month of November, which was unusually cold, preventing thus the regular fermentation of the must.

Wines of very poor quality were thus brought upon the market, and prices went so low that, in some instances, they did not reach four to five lire per hectrolitre.*

Money market.

Altogether, however, a large amount of wine was sold, and money became a little more abundant towards the close of the year, although the rate of discount never went below 7 per cent., and loans continued to be very difficult and rare.

THE following is the Table of all Shipping at this Port during the year 1891.

ENTERED.

Nationality.	Number of Vessels.		Crews.	Tonnage.
	Sailing.	Steam.		
Italian	549	..	3,298	22,655
„	..	283	7,178	204,742
British	..	25	810	42,659
Austrian	7	..	28	336
„	..	3	45	1,202
Sweden and Norway ..	..	22	319	8,428
Other countries	3	..	19	303
„ „	..	2	43	1,783
Total	559	335	11,740	282,108

* The hectolitre is 22 gallons.

THE following is the Table of all Shipping at this Port during the Year 1891.

CLEARED.

Nationality.	Number of Vessels.		Crews.	Tonnage.
	Sailing.	Steam.		
Italian	545	..	3,248	22,159
„	..	283	7,178	204,742
British	..	25	810	42,659
Austrian	5	..	17	185
„	..	3	45	1,202
Sweden and Norway ..	..	22	319	8,428
Other countries	3	..	19	303
„ „	..	2	43	1,783
Total	553	335	11,679	281,461

Totals in the preceding year:—

	Number.	Tons.
Vessels entered	704	174,320
„ cleared	704	174,320

Railway returns.

The traffic both of passengers and goods is very important, and steadily on the increase.

The total number of tickets sold to passengers was, in the year 1891, 42,643, besides the arrivals, of which there is no record.

Goods of all sorts, arrived and forwarded by the Barletta Railway, reached the total of 38,539 tons.

REGGIO CALABRIA.

Mr. Vice-Consul Kerrich reports as follows:—

Importation and exportation generally.

I have to report a decrease of 213,798*l.* in the value of the imports; on the other hand I am able to report an increase of 206,304*l.* on the exports.

The principal articles of imports from foreign countries to this district are the following: Coals, pig-iron, iron plates, iron bars, wrought-iron, dry and salted fish, woollen cloth, cotton cloth, petroleum, coffee, sugar, pepper, wheat, hides and skins.

Of the products of this province, and of their exportation, I am largely treating in the following report:—

Essences.

As I have hinted at in my last report, Reggio is the only place in the world where the bergamott tree can be cultivated with profit, and as the essence is absolutely necessary for the manufacture of numerous perfumes, medicinal, &c., in my

opinion it offers a good chance to enterprising English firms to make a highly paying business of it by getting the monopoly of the same. This can be easily done by simply buying up from the producers themselves all the quantity they extract.

A work of this kind would, undoubtedly, give back to this product its former price, which, before it passed into the hands of thousands of small traders, who now make a shameful use of it by mixing it with ten parts of foreign matter, was sold at 1*l.* per every 12 ounces. The same might be practised with regard to lemon juice, which is also, to a great extent, a speciality of this district. The infection of the blight, which last year damaged a considerable number of bergamott trees, having greatly diminished, the crop has been more abundant than in the preceding year, and better results are anticipated for the coming season.

Oranges and lemons.

This produce was this year very satisfactory to both producers and merchants, having reached the total amount of 57,000 tons, of the value of 285,000*l.* The rise in the price for this article is principally owing to the great facilities granted by the railway companies, by which means a great quantity is exported to the north of Italy, where this fruit is largely consumed.

No direct exportation of this product was, from this port to foreign countries, effected during 1891, save a small quantity of salted citrons for Russia; although it is well to note here that of the quantity of fruit exported from Messina to foreign countries, this district contributed for the most part, especially in the oranges, of which that province does not produce a great quantity. In fact, the returns for 1891 show an exportation of 97,000 boxes of fruit from this district to the Port of Messina, wherein are not comprised the mandarines. Also important is the production of dry fruit in this district, particularly of chesnuts and figs, the latter being considered as good as those produced at Smyrna. The quantity exported in 1891 was 3,000 tons, of which 1,000 tons were direct for Malta.

Silk.

The quantity of silk produced this year has been inferior to that of 1890, though the quality of the cocoons was very good; the quantity produced was 70 tons against 80 for 1890.

Wines.

The abundance of the crop, and the closing up of the French market to Italian products, had greatly diminished the price of this production, which is one of the principal revenues of the country; but the activity shown by the Italian Government, the many facilities obtained in the way of transport, and the established depôt of wine in foreign countries having increased the exportation, a slight rise in the price has lately been noted.

Olive oil.

The oil crop has given satisfactory results; so much so, that in the high regions of this province the gathering of the olives and the manufacture of the oil still continues.

The exportation of oil from this province to Great Britain

was 10,607 tons, a quantity which would seem small if we had not to consider that it was sent direct from Gioja-Tauro, whose favourite market has always been the British.

There is no doubt, however, that the greater part of the oil exported from this district to Messina, by coasting vessels, by "cabottaggio," is shipped for Great Britain.

The oils of this province are well known in England, and English houses that do business in this article would gain much by purchasing directly from these places the refined oils, and those for table use. This could be attained by sending in due time their orders here, instead of giving their commissions for branded oils to intermediate markets where these oils are sold for "Provenza" oils.

Forest productions.

Altogether, the oils exported to Great Britain, Russia, France, and United States from this province, it being impossible to ascertain the quantity only exported from my district, amounts to 42,000 tons, for an original value of 137,255*l.*

The production of timber has in this district sufficient importance, as the restoration into woodland is greatly favoured by the law of the kingdom. Great quantity of timber is annually exported from this district to all the rest of Italy; but the exportation of the same to foreign countries, which some time ago was of some importance, has diminished, owing to the present prevailing system of using iron hoops instead of those of green chesnut-wood formerly used, and now only employed in the manufacture of casks and boxes for oranges and lemons.

The quantity of wood exported in 1891 to foreign countries was 3,330 tons, thus divided: France 330 tons, Greece 250 tons, Spain 250 tons, Malta 2,530 tons.

Mines.

In continuation of the old layers of fossilized combustible coal at Agnana and Antonimina, in the Province of Reggio, other layers were noted which extended as far as Brancaleone and Palizzi, and lately on the western side in a locality called Melito, near this city, a new layer of combustible coal of considerable thickness was discovered. The material found is of considerable weight, bright appearance, flatted structure, has got the characteristic odour of coal, differing from that which is emanated from the lignite; but from the assay made it is not perfect mineral coal.

However, the proprietors are continuing the extraction of the mineral, which at present is used in place of coals for the manufacture of concentrated lemon juice, &c.

In several places of this province are also continually, and by chance, seen signs of material emanations from silver mines, gang of bismuth, and layers of blende; and I have to regret that no one, as yet, has cared to make a thorough experiment.

Port.

The Port of Reggio, situated at the extremity of the Italian Continent, is the safe way of communication between Italy and the Isle of Sicily; and for its topographical and geographical position will be in every international event in the Mediterranean Sea, and for the defence of the kingdom, an important post.

Financial difficulties, have, however, till now prevented the expenditure of the money voted by the Government for its enlargement, and only in the bill of variation in the budget for 1892–93 was fixed a sum of 4,000*l.* in order to begin, without further delay, the works of enlargement of the said Port.

Public works.

The Reggio-Eboli line is already open to the public as far as Nicotera, and towards the end of 1892 will be to Ricadi.

If the works of construction on all the rest of the line should be continued with the same alacrity as hitherto shown, the whole line may be open to the public before the expiration of the terms fixed in the contracts, that is towards the end of 1893.

General remarks.

The town of Reggio, placed in the most enchanting site of the Straits of Messina, and surrounded by a wood of evergreen plants of oranges, bergamott and lemons, which by their sweet smelling blossom and by the fragrance of their fruit keep the air constantly perfumed, enjoys a climate which is very mild in winter and cool in summer.

The city, then, with its large, clean and always sunny streets, is well provided for with bathing establishments, and on account of the comforts of life offered, and for its topographical situation, ought, either for winter residence, or as a bathing place in summer, to be preferred to many other places, now so much the fashion, but which have none of the advantages of Reggio.

It is certain, though, that when the great line Reggio-Eboli is finished, and the enlargement of the port complete, that this city will gain much in importance and commercial activity.

RETURN of all Shipping at the Port of Reggio Calabria in the year 1891.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	5	4,415	5	4,415
Norwegian	...	...	4	1,260	4	1,260
Greek	2	419	...	...	2	419
Italian	604	26,412	604	296,763	1,208	323,175
Total	606	26,831	613	302,438	1,219	329,269

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	5	4,415	5	4,415
Norwegian	...	...	4	1,260	4	1,260
Greek	2	419	...	...	2	419
Italian	607	26,600	605	297,056	1,212	323,656
Total	609	27,019	614	302,731	1,223	329,750

RETURN of all Shipping at the Port of Castellamare-Stabia during the year 1891.

ENTERED.

Nationality.	Sail.		Steam.		Total.	
	Number of vessels.	Tons.	Number of vessels.	Tons.	Number of vessels.	Tons.
British	1	130	89	104,422	90	104,552
Italian	132	34,135	8	4,067	140	38,202
Greek	98	21,313	3	2,376	101	23,689
Turkish	21	4,117	1	676	22	4,793
Norwegian	1	838	...	...	1	838
French	1	283	1	255	2	538
Russian	...	...	1	1,050	1	1,050
German	...	...	1	166	1	166
Swedish	1	474	...	...	1	474
Austrian	...	...	1	560	1	560
Total	255	61,290	105	113,572	360	174,862

CLEARED.

Nationality.	Sail.		Steam.		Total.	
	Number of vessels.	Tons.	Number of vessels.	Tons.	Number of vessels.	Tons.
British	1	130	89	104,422	90	104,552
Italian	149	35,040	8	4,067	157	39,107
Greek	94	20,951	3	2,376	97	23,327
Turkish	21	4,117	1	676	22	4,793
Norwegian	1	838	...	...	1	838
French	1	253	1	255	2	538
Russian	...	...	1	1,050	1	1,050
German	...	...	1	166	1	166
Swedish	1	47	...	...	1	474
Austrian	...	...	1	560	1	560
Total	268	61,833	105	113,572	373	175,405

RETURN of Imports and Exports within the Vice-Consular District of Castellamare during the Year 1801.

EXPORTS.

——	Tons.	Value.
		£
Building stones and paving stones ..	7,800	4,600
Macaroni	3,180	57,800
Green fruit	8,160	63,000
Peas and beans	370	3,000
Dry fruit and nuts	1,480	35,400
Potatoes and vegetables	4,200	13,200
Oil	210	7,600
Wine	110	790
Cheese..	42	490
Total	25,552	186,530

There has been a falling off in macaroni exports, caused by the increase in duty on grain here, and also by the McKinley Tariff in America.

IMPORTS.

Articles.	Tons.	Value.
		£
Coal	20,895	32,400
Wheat..	19,450	211,000
Maize	1,500	11,300
Old rails	2,300	7,000
Clay	250	200
Wood	5,200	9,200
Total	58,595	271,100

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ITALY.

REPORT FOR THE YEARS 1890-91

ON THE

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REFERENCE TO PREVIOUS REPORT, Annual Series No. 788.

Issued during the Recess and Presented to both Houses of Parliament by Command of Her Majesty.

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Reference to previous Report, Annual Series No. 788.

ITALY.

ROME.

Consul Franz to the Earl of Rosebery.

My Lord, *Rome, September* 15, 1892.

I HAVE the honour to enclose herewith to your Lordship my Commercial Report for the years 1890 and 1891. In addition to the ordinary information on trade, navigation, finance, population, public works, &c., I have alluded to other kindred subjects connected with my district which appeared to me appropriate and interesting.

In the introductory remarks I have explained why two years have this time been grouped in one report, and trust that this course may meet with your Lordship's approval.

I have, &c.,

(Signed) ALEX. ROESLER FRANZ.

Report on the Trade and Commerce of Rome for the Years 1890–91.

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Preliminary Remarks.

Reasons given for grouping two years.

This Report embraces two years, 1890 and 1891, for the reason that wishing to give an adequate survey of matters connected with the present financial and economic condition of this town, especially with regard to the financial position of the municipality, I had to wait till things were definitely settled, which did not happen till a short time ago. I trust that in this way I shall have better reached the object aimed at by such Reports than by presenting at an earlier date bare returns of a trade which still remains within very narrow bounds.

Subjects, how arranged.

The various matters which I am dealing with in this Report are so arranged as to show first the situation of the municipal administration, then the general state of affairs in Rome, public works, trade, population, money market, &c., followed by information on the Campagna, and other places connected with my district, or other kindred matters of more general interest.

Municipal Finances.

Reference to previous report.

In my Report on the general conditions of Rome (Annual Series, No. 788) I mentioned in what manner Government had come to the rescue of the municipal administration in order to save it from collapsing; but the provisions adopted at the time necessitated other measures which formed the subject of a convention between the State and the Commune, concluded on the 15th January, 1892, and intended to place the communal administration on a sound footing.

Other measures now adopted.

Advances to be made by Government

In force of that convention some of the last yearly instalments which the Government had undertaken to pay to the Commune, chiefly in respect of certain public buildings, will be paid in advance to the extent of 480,000*l.*, such payments to be made by yearly instalments ranging from 40,000*l.* to 100,000*l.*, provided they be employed exclusively to pay the expenses and liabilities connected with the "Piano regolatore." It is not intended that this money should be diverted to meet the ordinary expenditure of the Commune. Government besides undertake to accommodate the Commune by means of the "Cassa depositi e prestiti" with the sum of 620,000*l.* as a loan in order to enable it to square up past accounts, and to place the administration on the way of completing certain works of public utility. The said loan is to be returned by amortization in 35 years, to which period is also extended the repayment of other loans previously made to the Commune of Rome through the above-mentioned "Cassa depositi e prestiti."

How to be employed.

Loan granted.

Extension of period for reimbursement.

Interest on loan; how to be met.

This fresh debt of the Commune must necessarily prove a burden on the municipal budget, 5 per cent. interest having to be paid thereon, plus the amortization instalments. Therefore, if by means of the measures alluded to above, and of a strict retrenchment in all branches of the Communal expenditure, it

be possible to place the administration on foot, it became on the other hand necessary, in order to meet this fresh liability, to appeal once more to the pockets of the inhabitants by levying a new tax called "tassa di famiglia." This is one of those taxes which all Italian Communes are authorised by law to levy; but up to the present it had never been resorted to in Rome. The general law on this subject has, however, fixed 20*l.* as the highest amount chargeable on a family, whereas in Rome, as it has also been the case in other chief towns of Italy, the necessary power was obtained so as to elevate the maximum figure, which was fixed at 80*l.*

New tax, "Tassa di famiglia."

Maximum tax.

This fresh tax has caused great discontent, chiefly on account of its nature, as it is not assessed on positive elements, being essentially inditiary and inquisitorial, and charged in proportion to the presumed income or welfare of each family.

Nature of tax.

The amount of tax charged on each class is not very high, but owing to the far from flourishing conditions of the place, and to the burden of other existing taxes, this fresh call is naturally most unwelcome to the taxpayers.

Complaints of taxpayers.

There are 42 different classes. Those having a minimum income or valued welfare of 80*l.* a year are taxed the lowest rate, eight shillings; and those having a maximum income of valued welfare of 4,000*l* or more, the highest, viz., 80*l.* every year. The intermediate classes do not follow in regular proportion, as may be seen in the following table:—

Tax, how applied.

	Estimated Income.	Amount of Tax.
	£	£ s. d.
Instances of intermediate classes	160	1 0 4
	320	2 13 7
	400	3 15 0
	600	6 13 3
	800	10 6 0
	1,600	23 16 0
	2,400	39 10 5
	3,200	56 11 2
	3,600	65 15 2
	4,000	75 10 0

Actual amount of tax for single classes.

This fresh tax is to yield for the present about 40,000*l.* a year.

Total yield of tax.

Foreign families, who have not their permanent residence in Rome, and who do not own real property or exercise any profession and have no carriages, although they may have rented unfurnished apartments for a number of years, have not been included on the rolls of this tax.

Foreign residents and new tax.

As a consequence of what has been narrated above, the Syndic was able to draw up this year a favourable report on the state of the municipal finances, giving the assurance that

Financial report presented by Syndic.

once that all past liabilities and deficiencies are made good, the administration of the Commune of Rome will be on a fair way towards a normal condition, provided the present strict system of retrenchment in all branches of the administration be adhered to.

Outstanding accounts settled.

In order to settle outstanding accounts, which went as far back as the year 1890, a sum of 180,987*l.* was voted, and a further sum of 137,187*l.*, to square the special account for the "piano regolatore" for that year. Both these amounts were drawn from the loan of 620,000*l.* mentioned above, as well as another sum of 274,000*l.* needed for the special account of the "piano regolatore" for 1891, it having been found impracticable to meet the deficit of that year by the sale of municipal grounds as intended. Under present circumstances these grounds constitute a dead capital till such time as they can be sold at reasonable prices; and one of the chief objects which the present administration has in view is to devote the proceeds of the sale of the said grounds to pay off some of the debts which it has been necessary to incur to square the municipal accounts.

Municipal grounds, sale of, procrastinated.

Forecast for 1893.

According to the report of the Syndic, mentioned above, the forecast for 1893 can be summarised thus: As far as regards the ordinary account, in which is included the general expenditure of the Commune, interest on loans, and amortization instalments, it will be necessary to reduce the expenditure by 14,000*l.*, cutting down the amount devoted to education and public works. These reductions have already been proposed and partly approved, so that the total expenditure on the ordinary account will be balanced by the ordinary revenues.

Fresh retrenchments.

Special account, "Piano regolatore."

As regards the special account of the "piano regolatore," which has been reduced to a figure strictly necessary to carry out existing contracts, and to abide by the obligations which bind the Commune in law, the expenditure connected therewith will be met by the advances to which I have alluded in the beginning, so that even this special account is squared,

Municipal bonds guaranteed by Government.

For the information of holders of Roman municipal bonds, I may here add that the bonds issued in respect of the loan of 6,000,000*l.* are guaranteed and coupons paid by the Government, and that the revenue from octroi is now partly retained by the Government towards that liability.

Praise due to Syndic.

These satisfactory results are due to the goodwill shown by Government and by Parliament; but to a large extent they are due to, and reflect great credit on, the firm character, ability, and active exertions of the present Syndic of Rome, the Duke Onorato Caetani di Sermoneta.

Public Works.

Tiber Embankment.

The Tiber Embankment is decidedly the grandest work undertaken in Rome by the Italian Government, and its

magnitude can fairly be appreciated even by a cursory inspection.

Undertaking close to completion.

Having dealt somewhat at length on that subject in previous reports, I have now very little to add, except that the work is on its way to completion, and that no difficulties lie in the way; although it is to be regretted that the necessity of carrying out the work in the prescribed manner has sometimes interfered with the preservation of the existing monuments and historical records of old Rome, as is now the case with Castle Sant Angelo, whose front turrets obstruct the line of the new embankment.

"Ponte Margherita."

The "Ponte Margherita," which is one of the new bridges over the Tiber, connected with the embankment at the upper extremity of the town, is now completed and open to the public. This is a fine bridge, entirely made of stone.

Temporary iron bridge.

In order to prolong "Ponte Sant Angelo," a temporary iron suspension bridge was thrown across the river close by. This iron bridge is at present the chief thoroughfare to the Vatican quarter. Access to the bridge is effected by the "Corso Vittorio Emanuele," which new main artery is now open along its whole extent, beginning from "Piazza Venezia." Left of the "Corso Vittorio Emanuele," going down, branches off a new large road called "Strada Arenula," which leads to another fine bridge "Ponte Garibaldi," and to the new terminal railway station in Trastevere.

"Corso Vittorio Emanuele."

"Ponte Cestio."

The "Ponte Cestio" at the Tiberine Isle is also finished. A remarkable fact is that in building the central arch—the bridge has three arches—the very same stones of the old Roman bridge, which was pulled down, were employed and placed in the very same order as it stood originally.

The "Ponte Emilio," which supplanted the old "Ponte Rotto," is also completed.

Other bridges.

Some delay will occur in the construction of the other less important bridges; but the "Ponte Umberto," which is of very great importance, will soon be ready. This latter bridge is to lead to the centre of the new quarters at the "Prati di Castello," on the right side of the Tiber, where the "Palace of Justice," or Courts of Law, are being erected.

Monument to Victor Emmanuel.

Next in order of importance amongst the public works in Rome undertaken by Government, ranks the national monument in honour of King Victor Emmanuel on the side of the Capitoline Hill facing the Corso. The colossal proportions of this work are now apparent. Up to the present only the substructure and the flight of steps which will lead to the platform are ready. The whole work, as seen now, is a mound of solid walls, raised in accordance with the best systems of Roman masonry. The facing of the basement at which they are now working will require 30,000 cubic yards of Travertine stone. It is difficult to say how many years will have to elapse before this monument shall be terminated.

Palace of justice.

No great progress is being made in the construction of the

"Palace of Justice" alluded to above. This building is also to have extensive proportions, and the most approved systems of construction have been adopted in order to secure solidity and perfection, as well as to render the edifice a monumental one. The necessity of retrenchment in all branches of the public expenditure have been the cause of retarding its completion. At present the works have been stopped, except in so far as it is necessary to preserve from injury what has already been done.

Polyclinic hospital.

The execution of this costly plan is also retarded for financial reasons; but from what is already to be seen of it, one can judge of its magnitude, and can form an idea of the general distribution of the several buildings and wards connected therewith. The area employed for this purpose measures 190,000 square yards, and stands between the "Porta Pia" and "Porta San Lorenzo," outside the Aurelian walls. The whole buildings are to cover 50,000 square yards, of which 8,330 have already been built over, viz.:—

The medical clinic.
The propedeutic medical ditto.
The surgical clinic.
The propedeutical surgical ditto.
The central building for the offices.

New "Abattoir."

The new "abattoir" near Mount Testaccio has been terminated completely, and is now being used. It is a very large place, and it has been planned and constructed in accordance with the most modern and perfect systems deemed requisite for an establishment of that description.

Offices of the "Banca Nazionale."

Although not exactly forming part of the public works, I should not omit to mention the new offices of the "Banca Nazionale," which rise imposingly on the "Via Nazionale." This palatial building, of vast proportions, is now completed, and it is justly considered to be one of the finest edifices built in Rome during late years. The offices of the Bank have not yet been transferred there.

New hotel.

I should here also mention the new "Hotel" which has been built by a private firm in "Piazza di Termini," whose large proportions had never been reached by any of the hotels in Rome. The place will be open in the course of next winter, and although Rome does not lack good and well-managed hotels, still to meet the present requirements of a considerable section of the travelling public, a place like this one, large, well situated, sunny, and replete with all comforts, seemed a "desideratum."

Mortgage Banks.

Transactions almost nil.

During the last two years the transactions of the various banks in Rome authorised to grant loans on the security of

mortgages on houses or landed property, and to issue mortgage bonds in respect thereof, were almost insignificant.

Ditto by new "Instituto Italiano."

The new bank called "Instituto Italiano di Credito Fondiario," mentioned in my Report for 1889 (No. 788), whose operations embrace the whole of Italy, began business on July 1, 1891, and in one year the bank has only concluded loans for about 640,000*l.* Its present capital is 1,600,000*l.* It has not yet issued bonds.

Difficulties experienced in recovering loans.

It is a matter of considerable difficulty with these banks in Rome in many cases to recover the sums due to them, and to contend with the annoyances and risks inseparable from expropriations and sale of the houses or lands under mortgage; so much so, that in order to retard the sale of the numerous houses whose owners were not in a position to pay the half-yearly instalments, they prefer taking up the administration of the property through judicial sequestrators, who collect the rents. This procedure, which, however, has only a temporary character, is found more advantageous than to proceed in bankruptcy, in which case the putting to sale of the property cannot be avoided.

Rents collected through judicial sequestrators.

Financial aspect of measure.

Under a financial aspect these half measures can only subsist because of the collection of the rents as well of the progressive increase of the population; but in order to wind up the whole bulk of the outstanding loans large capitals are needed, which are not for the present forthcoming.

Market value of house property.

With respect to the value of house property the capitalization is calculated at 100 per 4 or 4¼ net income. The percentage on lands is somewhat lower. It is difficult to say what in the present depressed state of business the market value of house property may be. In certain cases when the procedure demands that the property be absolutely put to auction, the falling-off in the prices is enormous, unless the property consists in houses placed in favoured localities. When no bidders turn up the property is put up for auction over and over again, each time the price being gradually reduced till 5, 10 and sometimes even 15 tenths of the original valuation is reached. I should, however add that even in this respect the struggle of private interests against the revenue office is at work, and it so happens that as in the majority of cases the property is finally adjudged to one of the principal mortgagors, the latter has all the interest possible to let the price fall to a low ebb so as to pay a less amount of taxes for the transfer of the property to him, and to cut off the other eventual next-coming mortgages burdening thereon.

Great reductions offered.

Private interest *versus* Revenue office.

Market price of bonds.

The market price of mortgage bonds has not undergone great fluctuations, as may be seen in the following table. This shows that investors have confidence in the solidity of this class of securities yielding a fixed income:—

—	Nominal Value.	June 30, 1890.	December 31, 1890.	June 30, 1891.	December 31, 1891.	June 30, 1892.
	Lire.	Lire.	Lire.	Lire.	Lire.	Lire.
Banca Nazionale 4 per cent. net.	500	483	479	480	479	477
Banca Nazionale 4½ per cent net.	500	499·50	495·50	491·50	484·50	486
Banco S. Spirito 5 per cent. (net $4\frac{3}{16}$ per cent.)	500	467	460	469	453	463
Banco di Napoli 5 per cent. (net $4\frac{3}{16}$ per cent.)	500	470	470	476	467·50	472
Cassa di Risparmio of Milan 5 per cent (net $4\frac{3}{7}$ per cent.)	500	505·25	503·50	503	505	505·50
Cassa di Risparmio of Milan 4 per cent. net.	500	484·50	478·50	478·50	480	486·25
Società Immobiliare 5 per cent. net.	500	478	475	405·50	400	410
Società Immobiliare 4 per cent. net.	250	201	194	175	170	170

Population.

Births and deaths in 1890 and 1891.

Year.	Births.			Deaths.
	Male.	Female.	Total.	
1890	6,342	5,807	12,149	9,915
1891	6,237	6,047	12,284	10,099

Analysis of figures.

By comparing the above figures with the returns for 1889 we find that in 1890 there were born in Rome 682 less children and 49 more persons died, than in 1889. The number of births in 1891 was 135 more than in 1890, and there also died 184 more.

Population of Rome.

The population of Rome consisted of 415,498 inhabitants on December 31, 1889. We find it to have reached, according to the figures supplied by the Municipal Office of Civil State, the number of 423,217 inhabitants on December 31, 1890, and 436,179 on December 31, 1891.

Increase constant.

The increase appears therefore to be constant, though in minor proportions than in former years, when it held an average of 18,000.

On June 30, 1892, the returns show 438,123 inhabitants.

Death rate.

The good sanitary conditions of the town are tested by the decreasing proportion of the number of deaths to the total population, viz.:

Death rate in	1889	23·7	per 1,000.
„ „	1890	23·4	„
„ „	1891	23·1	„

PRINCIPAL Articles of Importation, connected with British Trade, to Rome Custom House in 1890 compared with 1880 (values not given):—

Articles.	Quantities, 1890.	1889.	From Great Britain.	
			Quantities, 1890.	Compared with 1889.
	cwt.	cwt.	cwt.	cwt.
Fixed oils	697	722	325	— 182
Mineral oils	59	12	59	+ 59
Coffee	8,164	7,016	7,866	+ 857
Sugar..	236	168	236	+ 75
Sweets and preserves	179	92	40	— 19
Biscuits	58	60	21	— 11
Cocoa in beans	378	256	378	+ 150
Pepper	955	1,038	935	— 102
Tea	52	55	35	+ 13
Sulphate of copper and zinc ..	51	..	51	+ 51
Chemicals, not named	239	208	24	— 16
Cartridges	135	11	75	+ 64
Minerals, not named	68	34	9	+ 4
Patent medicines, not named ..	58	33	22	+ 8
Perfumeries without alcohol ..	77	54	10	— 13
Varnishes	37	87	18	— 26
Jute—Tissues of all sorts	77	26	20	+ 20
„ „ of linen and hemp..	144	250	99	— 39
„ „ damasked	32	60	9	— 24
Cotton, sewing thread	224	159	9	+ 2
„ tissues, plain, rough ..	38	96	38	— 31
„ „ bleached	848	1,276	673	— 380
„ „ coloured or dyed ..	1,138	1,117	806	— 47
„ „ printed	2,014	1,414	1,402	+ 433
„ „ patterned and damasked.	347	358	227	+ 88
„ „ oilcloth	131	88	71	+ 11
Fine velvet tissues, dyed	51	53	22	— 22
Cotton tissues, mixed	434	321	269	— 65
„ „ sewed articles ..	165	165	43	— 7
Woollen tissues, plain	3,802	3,141	1,316	— 32
„ „ printed, of bleached wool	49	147	27	— 4
„ „ of combed wool ..	116	70	9	— 36
Covers and carpets	607	569	228	— 19
Furniture	841	999	148	+ 115
Wicker articles	72	69	444	+ 22
Straw hats	129	43	22	+ 20
Paper	1,555	1,111	189	— 23
Books and music	1,071	1,069	77	— 18
Kid gloves	80	105	58	+ 16
Iron scraps and filings	181,148	3,891	115,973	+ 112,082
Pig-iron for melting	1,027	..	1,027	+ 1,027
Cast-iron articles	892	664	76	— 157
Iron and steel	1,173	3,006	55	— 647
„ „ in pipes	1,966	205	1,267	+ 1,267
Wrought iron and steel articles ..	449	856	147	+ 39
Wrought iron and steel articles, made chiefly with small pieces of iron and steel.	3,939	2,927	523	+ 173
Copper, brass, bronze, in wires ..	114	33	112	+ 112
„ „ „ manufactured	272	335	30	+ 16

Articles.	Quantities, 1890.	1889.	From Great Britain.	
			Quantities, 1890.	Compared with 1889.
	cwts.	cwt.	cwt.	cwt.
Steam engines	178	658	156	+ 156
Motors, hydraulic machines, &c. ..	844	553	226	+ 226
Machinery and implements for working wood and metals.	508	11	484	+ 484
Dynamo-electric ditto	720	1,528	119	+ 101
Detached parts of machines ..	599	1,712	265	+ 146
Optical instruments	237	171	110	+ 18
Coloured majolicas	26	212	10	— 51
Crockery	566	1,098	66	— 143
Porcelain articles	534	527	48	— 29
Panes of glass and crystal.. ..	3,275	2,293	3,023	+ 1,016
„ „ „ polished	1,273	1,808	745	— 64
Glass and crystal wares	5,603	816	233	— 282
Wax (yellow)	221	206	221	+ 32
Hosiery, common	1,613	1,262	124	— 45
„ fine..	420	534	36	— 63

Exportation.

Works of art exported to Great Britain.

Value purely nominal.

The only item deserving of notice in the table of goods exported from Rome to Great Britain in the year 1890 is that regarding objects of art, which value appears therein to have amounted to 892*l.* as against nil in 1889, on a total exportation of 4,604*l.* These figures are, however, to be taken as purely nominal, and I should say meaningless, to give any idea of the actual and considerable value of pictures, sculpture, and other artistic production exported from Rome to foreign countries.

Returns for 1891 are not yet published.

Consumption of Eatables, Drinks, &c.

Quantities of chief articles of consumption.

The figures given below are the the surest index of the economic condition of the town, and show the effects of the persistent crisis which has debarred its progress.

They represent in quantities the chief articles of consumption introduced in Rome during 1890 as compared with 1889, and in spite of an increased population nearly all are inferior.

The returns for 1891 are not yet published.

Articles.		Quantity.	
		1890.	1889.
Wine and vinegar, in casks	Gallons	13,974,092	15,711,168
„ „ in bottles	Number	135,196	129,534
Oxen and veal	Cwt.	290,798	280,554
Cows and bullocks	„	92,972	127,740
Calves	Number	13,465	19,437
Kids and muttons	Cwt.	3,758	4,778
Sheep and goats	Number	5,740	5,950
Lambs	Cwt.	8,390	7,122
Butchered meat	„	51,658	52,254
Pigs	„	86,800	89,838
Fowls, pigeons	Number	32,066	28,978
Poultry, by weight	Cwt.	31,096	31,644
Venison	„	1,712	1,780
Meal	„	51,252	67,726
Flour	„	979,356	961,884
Rice	„	45,114	50,238
Oranges and lemons	„	43,978	46,936
Cheese	„	48,336	48,918
Milk and cream	„	165,252	146,442
Eggs	„	63,264	67,326
Fresh fish	„	30,892	30,468
Oil	„	54,508	80,708
Mineral oil	„	46,714	47,562
Coffee	„	11,444	11,550
Sugar	„	51,884	52,044

Building materials.

The figures for this class of articles show in what state of slackness house building and work generally were kept in Rome:—

Articles.		Quantity.	
		1890.	1889.
Burnt lime	Cwts.	990,074	1,587,538
Cement	„	151,096	169,138
Bricks	Number	52,374,019	64,439,230
Pozzolane	c.f.	18,044,355	27,277,495
Timber	Tons	10,543	9,338
Sawed timber	„	11,632	12,932
Iron rods	Cwts.	127,124	154,398
Iron beams	„	54,802	99,172
Iron castings	„	39,084	53,694
Pig-iron	„	39,532	56,174

MARKET Price of Eatables and other Articles at Rome at the following dates:—

Articles.		December 31, 1890.	June 30, 1891.	December 31, 1891.	June 30, 1892.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.
Beef	Lb. ...	0 0 8½	0 0 8½	0 0 8½	0 0 8½
Veal	,, ...	0 0 10½	0 0 10½	0 0 10½	0 0 10½
Bread, 1st quality	,, ...	0 0 2	0 0 2	0 0 2	0 0 2
Corn, 1st quality	Cwt. ...	0 9 8	0 10 3	0 10 11	0 8 11
Indian corn, 1st quality	,, ...	0 5 9	0 8 5	0 7 6	...
Flour, best	,, ...	0 16 1	0 17 11	0 18 8	0 15 11
,, lowest	,, ...	0 13 4	0 14 9	0 15 7	0 13 3
Butter, Campagna	,, ...	...	...	6 17 3	5 3 10
Eggs	Per 100 ...	0 7 2	0 4 8	0 6 8	0 4 8
Olive oil, fine	Gallon ...	0 4 5	0 4 3	0 3 6	0 3 6
Wine, Roman...	,, ...	0 2 5	0 1 11	...	...
,, Marino...	,, ...	0 2 5	0 2 3	...	...
,, Genzano	,, ...	0 2 0	0 1 8	0 1 9	0 1 9
,, Velletri	,, ...	0 2 0	0 1 11	0 1 6	0 1 6
Wool, best	Cwt. ...	...	6 3 5	...	5 4 2
,, lowest	,, ...	...	5 9 11	...	4 6 3
Hay, new compressed	,, ...	...	0 1 11	...	...
Sugar, fine	,, ...	2 17 9	2 18 2	2 17 9	2 17 9
Coffee, best	,, ...	8 15 3	8 18 6	9 3 1	9 2 3
Coal	Ton ...	3 1 11	3 2 11	...	...
Petroleum, amber and ruby ...	Box of 55 pints.	1 1 10	1 1 10	1 1 11	1 1 11
,, Philadelphia	Lbs. 70 ...	0 18 7	0 18 6	0 18 6	0 17 11
,, Russian	,, ...	0 18 0	0 18 0	0 17 10	...

All Custom and Octroi Duties are included in Prices.

Comparison with prices of Continental cities.

By comparing prices of eatables and other primary commodities current in Rome at the beginning of this year with those of some of the principal continental cities, it is seen that:—

Bread was as dear as in Paris, Madrid, and Geneva; cheaper than Berlin, Vienna, St. Petersburg, Milan, Munich, and Naples.

Butter was dearer than in Geneva, Brussels, Berlin, Vienna, and Milan; cheaper than Paris, St. Petersburg and Naples.

Meat dearer than in Milan, Berne; cheaper than in Berlin, Brussels, Geneva, Paris, Vienna, Naples.

Sugar as dear as in Milan, Naples, and dearer than in all the other capitals.

Coffee as dear as in Paris, and dearer than in all other capitals.

Gaz only cheaper than Paris, Madrid, St. Petersburg, and Barcelone, as dear as Munich and Naples, but dearer than all other places.

Petroleum only cheaper than in Madrid and Milan, as dear as in Paris, Barcelone, and Naples, but dearer than all other places.

Wine, oil, macaroni, potatoes, fruit, vegetables, are of course much cheaper in Rome than in other continental capitals.

TABLE showing the Value of Stocks and Shares at the Rome Exchange on December 31, 1890 and 1891, and June 30, 1892. Money market.

—	Capital.	Paid in.	1890.	1891.	June 30, 1892.
	Lire.	Lire.	Lire.	Lire.	Lire.
Italian 5 per cent. rente	100	100	96·15	94·25	96·10
Rome 4 per cent. bonds ...	500	500	430·00	420·00	419·00
Banca Nazionale shares	1,000	750	1,700·00	1,340·00	1,338·00
Banca Romana ,, ...	1,000	1,000	1,050·00	1,038·00	1,045·00
*Banca Generale ,, ...	500	250	430·00	285·00	335·00
Società di Credito Mobiliare shares	500	400	548·00	385·00	565·00
Società Immobiliare shares ...	500	500	440·00	210·00	175·00
Banco di Roma shares	500	250	800·00	305·00	450·00
Banco Industriale e Commerciale shares.	500	500	470·00	750·00	555·00
Aequa Marcia Company shares ...	500	500	850·00	1,053·00	1,180·00
Gaz, etc., Illumination Company shares.	500	500	735·00	690·00	930·00
Condotta (Water Company) shares	500	500	270·00	220·00	370·00
Tramway Omnibus shares	250	250	133·00	115·00	150·00
Navigazione Generale	500	500	380·00	319·00	285·00
Mediterranean Railways shares ...	500	500	559·00	490·00	530·00
Adriatic ,, ,, ...	500	500	703·00	645·00	682·00

* The "Banca Generale" has in 1892 reduced its capital; the value of the shares from 500 nominal, is reduced to 300 paid up, after having called in 200 lire per share.

Amounts not called in should be deducted from the above prices.

The prices of mortgage bonds have been given in a previous paragraph.

DIVIDENDS (including interest) paid by the following Companies :—

Companies.	1890.	1891.
	Lire.	Lire.
Banca Nazionale	57·00	53·00
Banca Romana	55·00	50·00
Banca Generale	12·50	7·35
Società Credito Mobiliare	24·00	24·00
Società Immobiliare	35·00	15·00
Banco di Roma	12·50	nil
Banca Industriale e Commerciale ..	25·00	12·50
Aequa Marcia Company	42·50	53·50
Gaz, &c.	66·00	60·00

Interest.

—	1890.	1891.	1892.
	Per cent.	Per cent.	Per cent.
Bank rate of discount	6	5½	5
Open market discount	5	4½	4
Loans on securities	6	5½	5

Rates of Exchange.

—	June 30, 1890.	December 31, 1890.	June 30, 1891.	December 31, 1891.	June 30, 1892.
	Lire.	Lire.	Lire.	Lire.	Lir
Bills at 90 days—					
London ... ... per £	25·14	25·27	25·29	25·54	25·85
Paris ... ... per 100 frs.	100·02	100·70	100·75	101·50	102·00
Premium on gold ... per cent.	...	1·30	1·30	2·05	3·00

—	Highest.		Lowest.	
	1890.	1891.	1890.	1891.
London .. .. per £	25·38	25·74	25·15	25·22
Paris .. .. per 100 frs.	100·80	102·20	99·82	100·00
Gold premium .. per cent.	1·40	2·50	0·50	0·75

CLEARING-HOUSE Returns for 1890 (Stocks and Shares transactions for the account only):—

Total value of Securities.	Compensated.	Differences paid.	Per cent.
£ 40,450,604	£ 38,851,180	£ 1,599,424	3·95

The Anglo-Roman Illumination Company.

Electric works at Tivoli.

The Anglo-Roman Gas Company, which now embraces all kinds of illuminating systems, having entered into an agreement with the Hydraulic Power Company of Tivoli, have succeeded in establishing in the latter place large electric works which are considered among the finest and best of the kind, and have elicited the approval of connoisseurs and the general appreciation of the public. The water, which represents a volume of about 140 cubic feet falling from a height of 162 feet, is made to turn six large turbines, 350 horse-power each, which drive by direct action on their axis a corresponding number of dynamo-electric machines, these latter generating alternating electric current at high potential. The water-power is also made to turn three other turbines of 50 horse-power each, which place in motion a corresponding number of exciting direct current dynamos. The power of the former dynamos is 6,000 volt difference of potential, and they are able to supply a current of 45 ampère each.

Water-power used.

Turbines, power of.

Dynamo-electric machines.

Power of dynamos.

The electric current is conveyed to Rome, as far as a receiving station close to "Porta Pia," by means of a line 15½ English miles long, made of four cords of pure electrolytic copper wires. Two of the cords are intended as reserve. The poles, which number 707 in all, are placed at a distance of about 38 yards from one another. Electric line to Rome, description of.

The lower part of the poles is formed of two double T steel beams; the upper part is of wood, to which are attached special porcelain isolators which support the cords.

The lowest cord is 7½ yards from the ground, and the top one 9¾ yards.

The receiving station near "Porta Pia" is the only centre of distribution for a radius of 3 English miles, which is sufficient to embrace the whole town. There the elevated potential of the line is transformed and reduced to low density. The distribution of the current can be effected in two different ways; the first is by means of parallel transformators and constant potential for incandescent lamps and for motors in derivation; the second way is by constant current for lamps and motors in series, so that the company is in a position to undertake installations of all types and descriptions of electric apparatuses. The distribution of the current in town is to be effected by means of over 6 miles of concentric cables for current at a constant potential, and by means of 14 overhead independent circuits for lamps in series at a constant intensity. Receiving station in Rome, radius 3 miles. Distribution, how effected, two ways. Cables. Overhead circuits.

The yield at the transforming station in Rome is 80 per cent; that is to say, the conveyance of electric energy to a distance of 15½ English miles causes a loss of only 20 per cent. I have been assured that this was actually the result of the testings which have already taken place. Complete satisfaction is expressed as to the excellence and perfection of the whole plant. Yield, 80 per cent.

The turbines of Tivoli, as well as the alternating current dynamos and the direct current exciting dynamos, have been supplied by the firm Gauz and Co., of Buda-Pesth, the copper wires by the Metallurgic Company of Leghorn. Manufacturers who supplied machinery, &c.

The porcelain isolators were manufactured on a special model by the Ginori firm of Doccia, near Florence.

The concentric cables by Messrs. Siemens and Halske, of Berlin.

The undertaking was planned out and directed by Professor G. Mengarini, a distinguished electrician in Rome.

I notice that none of the machinery, &c., came from Great Britain. This is perhaps to be attributed to English prices, which are found somewhat too high in comparison with continental competition. It is, however, to be expected that for private installations, especially in hotels and houses of wealthy people, good English electric appliances will find a proportionate market. None British. Probable market for English goods.

The Company has a contract with the Municipality for the lighting up of the town by electricity; but for the present only a few of the principal thoroughfares will be lighted by Contract with municipality.

that means. There is every reason to believe that not only public establishments, many of which are already lighted up by electricity through the steam-power works which the same Company have in Rome, but a good many of the best private houses, offices, colleges, &c., will adopt this system of illumination, which cannot but meet the favour of the better social classes.

Electric light in private houses.

Company supply motive power.

Second plant if needed.

It is the intention of the Company, besides furnishing electric light, to distribute motive power as well. Should it prove needed, the same Tivoli water can be utilised a second time, which will double the present production of electric energy.

The Anglo-Roman Company was established by an Englishman in 1852, the late Mr. Shepherd, and is at present under the very able management of his successor, Engineer Commandeur Pouchain, who, since 1888, proposed this important and then unexampled undertaking.

Exhibition, 1895–96.

Exhibition to be held in 1895–96.

A private committee was formed some time ago with the object of promoting an Italian general Exhibition and International Exhibition of Fine Arts and Electricity, to be held in Rome, in 1895–96. The exhibition is intended to solemnise the twenty-fifth anniversary of the annexation of Rome to the Kingdom of Italy. The scheme met with some opposition, and owing to the indifferent financial conditions of the town, as well as to the fears which were entertained that the result would not have proved a successful one, subscriptions came in very slowly, their amount little exceeding 40,000*l.*; but the idea of holding the exhibition gradually made its way, so much so that the Municipality have already destined for it, and made over to the committee the grounds on which the exhibition buildings are to rise. These grounds are placed in the vicinity of "Ponte Milvio," about a mile's distance from "Porta del Popolo," in a very attracting position, bordering the river, and a fine view of the Sabine Hills is commanded from there. The grounds are also close to the new road and park called "Viale Parioli."

Opposition—met by scheme.

Subscriptions, amount of.

Grounds secured.

Locality, fine.

Hydraulic and Agricultural Improvements in the Campagna.

Drainage of marshy grounds completed.

The bulk of the hydraulic improvements undertaken by Government may be considered as terminated. They chiefly consisted in drying up the marches of Ostia, Isola Sacra, Porto, Camposalino, and Maccarese, along the sea coast, by means of a system of canalisation and hydrovorous machines. (*Vide* Report, Year 1888, No. 633.) From the Official Reports before me, I gather that the latter machines, which were divided in three separate plants, have answered their purpose very well; but that as regards the utilisation of the soil for cultivation, doubts are entertained whether these machines will prove

Turbines found to answer.

sufficient in case of hard and persistent rains to clear off the water with sufficient speed as to allow of the land being used for rearing up crops. For pasture purposes the system adopted will do very well.

Agricultural improvements deficient.

As regards agricultural improvements in the Roman Campagna generally, although ten years have nearly passed since the Act bearing thereon received the sanction of Parliament, so far, with the exception of what is mentioned above, the results have not answered expectations.

Powers conferred by law upon Government.

The Act in question conferred upon Government the power of expropriating the lands belonging to those among the owners who did not abide by the enactments contained therein. Another power conferred upon Government was to draw from the "Cassa Depositi e Prestiti" the necessary funds wherewith to pay expropriation indemnities; which funds are to be returned with interest by means of the proceeds of the sale of the expropriated lands, the purchase price whereof is paid by yearly instalments.

Ill success due to financial causes.

The causes to which the ill success is attributed, and which have thus counteracted the object of the law, are of a financial character. Foremost, the system of valuation of the lands ordered to be expropriated, and the loss of money which the Treasury is to bear in carrying out the sale. The Government do not feel disposed to sustain the heavy burden which would necessarily result from an extensive application of the powers conferred upon them by the law. The judicial valuations having to be made strictly in accordance with the rules set down in the general law regulating expropriations for reasons of public utility, it so happens that the money value attributed to the lands by the experts, and which the Government have to pay down ready cash, is much higher than what the owners themselves would ever succeed in realising if they tried to dispose of them by any other means; so that, in conclusion, these expropriations, instead of being a penalty inflicted upon landowners refusing obedience to the law, resolve themselves in a positive benefit to them. It is easy, therefore, to understand in what position Government is placed in dealing with that matter, finding themselves precluded as they are from compelling landowners to abide by the law.

System of valuation of lands.

Losses to Treasury on re-sale of lands.

It has also turned out that the Treasury is a sufferer on the re-sale of the lands, in view of the fact that the sale prices are affected by the conditions imposed upon the new purchasers, such as the improvement of the land, construction of houses, water supply, digging and ditches, laying down roads, advances of capital for the culture, &c., and, as it has been above noted, the purchase price is payable at long periods. The final result of such a transaction would be that the State, after having laid out a good many millions, which can only be recovered in a long run of years, would find itself the loser of large sums of money.

Hints as to

I do not know whether proposals have ever been made to

financial scheme.

Government to take up "en bloc" the lands subject to expropriation under the said Act; but considering the high rate of interest commanded by capital in this country, and the natural fertility of the soil, which is susceptible of great increment, it appears to me that the Act in question contains the elements of some scheme which might be brought forward by a good financial company.

Prices fetched by lands sold.

The following figures will show what prices have been realised by the sale of certain lands expropriated in force of the said Act:—

Acres.	Sterling. £	s.	d.	
171	27	4	0	per acre.
153	33	12	0	„
129	15	12	0	„
127	20	16	0	„
42	19	12	0	„
21	19	4	0	„
18	18	16	0	„
19	16	8	0	„

Adjudgment prices and terms.

The bidding prices for the latter plots were set down at between 12*l.* and 15½*l.* per acre. The adjudgment price was about 3*l.* per acre more. Payment to be effected by amortization within 30 years, with interest thereon at the rate of 4 per cent.

New bridges in the Campagna.

In connection with the Campagna improvements, I should mention here that the two banks of the Tiber have been placed in communication by means of two new bridges, one at "Castel Giubileo," and another at "Magliana," eight miles from Rome, up and down stream respectively.

Sweepings of town, how utilised.

The utilisation of the sweepings of the town for agricultural purposes had hitherto been very limited, although it cannot be said that it had been entirely neglected; but it is only quite recently that the town offscourings have been turned into any practical use, centres of distribution having been established under the control of the municipal administration. A remarkable fact is that up to 20 years ago the town refuse was pitched into the Tiber as valueless. In more recent times it was stored up, and some day all that matter, so rich of useful elements for agricultural purposes, will be turned to advantage.

Quanti ies and pr ces given.

It has been reckoned that the offscourings of Rome amount to about 63,426 tons per year, out of which, when the selection has been made, there remain 16,000 tons to be turned into manure. The value on the spot where it is to be used, and by reason of the benefit derived to the soil, is calculated on an average at 5*s.* 5*d.* per ton. Its actual price is constituted by the said figure, less the carting to the grounds where it is to be spread. Cow and other dung, which amounts in Rome every year to about 96,000 tons, secures a higher price, 6*s.* 4*d.* per ton. The offscourings and the dung in Rome would together suffice to manure every year 24,000 acres of ground under crops, or 6,250 acres used as kitchen-gardens, orchards, &c.

Horse-breeding in the Campagna.

Roman sea-coast and Campagna fit for breeding horses.

It is justly remarked that the Roman Maremma, as well as the whole coast of Tuscany, are highly adapted for horse-breeding on account of favourable local conditions. The climate, as a rule, is good and suitable for that purpose. The conditions of the rest of the Roman Campagna vary with each locality: but horse-breeding can in most places be carried on successfully. I have, therefore, deemed it expedient to give in this Report some information on that subject, and to embody certain remarks which I have gathered from the yearly Reports published by the Ministry of Agriculture and Commerce in Rome.

Native races, good qualities of horses.

A portion of the native races presents the German, and the rest the Asiatic type. The horse which is bred in this part of Italy is considered of great value both for saddle and harness, because of a rustic and sober character, and can endure every sort of fatigue and privation, being of a naturally robust and healthy constitution.

Bettering of races.

It is now some years that both Government and horse-breeders have been endeavouring to ennoble the said varietes of horses, trying to fix upon the best means of reproduction likely to facilitate the object in view.

Government supply stallions.

The Government place every year at the disposal of horse-breeders at very moderate terms some choice stallions from the Government depôts.

Interbreed with English horses.

It has been ascertained that, on account of the roaming, half-wild life they are made to lead, the colts born of interbreed of local races with English thoroughbreds, easily break down, as they cannot resist that system of life, more especially so as they lack the cares lavished upon their sires and ancestors. The majority die, or if they survive, there is every probability of their being rachitic and badly shaped. It has been, on the contrary, experienced that by using for breeding purposes the Asiatic stallion or that of an Asiatic type, which some breeders of the Campagna have succeeded in rearing up, the breed are found to resist the said half-wild system of life, improving the natural good qualities and tendencies of the native races, rendering them more efficient in their build, speed, and more spirited, so that they can be utilised satisfactorily both for military purposes as well as for harness.

Ditto with Oriental stallions.

English thoroughbred mares mated with ditto.

Interbreed with northern races.

From the Reports before me, I gather that some of the Roman breeders have even preferred to have their mares of a thoroughbred English pedigree mated with Arab stallions. Experiments which were made with Northern races such as the Mecklemburg or Hanover, have given bad results. Good results were obtained with the Spanish Andalusian horse; but it is pointed out that the latter is not adapted for modern uses.

Coach-horses.

On the other hand, it is found by the experience of breeders who rear coach horses, that, in order to preserve to the pro-

ducts the necessary characters of that class, half-blood English stallions must be used, inasmuch as from interbreed with the Arab species, no good results were obtained, the colts turning out small in build, and with shoulders and hips very little in proportion.

Want of food and care to brood mares.

It should be noted, in regard to all kinds of breed, that, with few exceptions, brood mares here are not fed very well as to quality nor with proper abundance, and that they do not receive sufficient tending to insure a good breed.

Horse-breeders demand Arab stallions.

As a consequence of what has been stated above, it has turned out that during latter years the majority of horse-breeders of this district have solicited the Government depôts to supply the mating stations, of which there are six in the Roman Campagna, with Arab stallions.

Roadster preferred by few.

A few breeders only prefer the roadster class, but again the majority who ask for Arab horses want them to be of fine build, and this is just the drawback with the Arab horses, the experience made in this country having shown that that race transmit their quality and their fine and proportionate limbs only as long as their size is kept within the bounds assigned to them by nature, for as soon as any alteration is attempted, their shape, from fine and regular, loses its proportions, and becomes decidedly ugly.

Drawbacks in using Arab horses.

Variable tastes of breeders.

It appears, moreover, that Roman horse-breeders are very uncertain about their tastes. Once they preferred the English half-blood, then came the turn of the thoroughbreds, now they have taken a fancy to the Arab horse, although the latter can only produce saddle horses, and although it is foreseen that unless great care is taken of their food there will be risk of soon seeing the races reduced in size, to avoid which the Roman breeders will have to return to the English thoroughbreds. The Government have made them aware of the difficulties which are experienced to get from the East good animals having the requisite standard of height desired by them.

Difficulty to find suitable Arab stallions.

Tuscan breeders prefer roadsters.

The preference which is at present given by breeders here to the Arab stallion is not shared by the horse-breeders of the neighbouring Tuscan districts, who stick to the roadster or to the English half-blood. In this they are encouraged by Government, who, on account of stature and proportions, do not back the tastes of Roman breeders, but rather advise them to better the sanitary conditions and the food of the animals, and to employ at most Arab-Roman stallions, who give good stock, adapted for military purposes. To ennoble the races, Government advise, however, to employ the thoroughbred English stallion, and they try to persuade the breeders that in fact this latter horse represents the Arab race perfected.

Advice given by Government.

Government chief purchasers.

The greater part of the horses which are reared up in Italy is bought by Government for army remounts, and breeders have to depend for the disposal of their stock upon the judgment of military commissions.

Government are, therefore, in a position to exercise a decided influence upon the system of breeding and upon the best means of rearing good stock.

Price of horses.

The price of a three years' horse in this district varies generally between 24*l.* and 28*l.* In some places the price reaches 32*l.* and 40*l.* The horses which are rejected by the military commissions are sold on the average at 14*l.*, provided they have no deformity and are healthy.

The Fucino Property.

Abundant crops first obtained.

After Prince Torlonia had completed the draining of this old lake, turning its basin into agricultural fields, the abundant crops which were obtained in the outset led to the supposition that the undertaking would have proved very remunerative; but subsequent events showed that those results had only a passing character. Without disputing the merits of the work as a great hydraulic achievement, the opinion began to prevail that the whole thing had turned out to be, financially speaking, a failure. Nay, even doubts began to be entertained as to its advantages from a sanitary point of view!

Undertaking expected to be a financial failure.

Consul's visit to Fucino.

Under these impressions I one day paid a visit to the dried-up grounds of the Fucino, which are now at only four or five hours distance from Rome, and could not refrain my surprise at the sight of the great variety of crops covering large extensions of fields before me, and of the quantity of agricultural products stored up in the barns. The sight of the numerous cattle and other live stock grazing in all directions, and the general flourishing aspect of the place and of the surrounding country, afforded a very attractive scene. My personal experience of Fucino led me to think that a few particulars as to the agricultural results of this undertaking, which has absorbed close to a million and a half pounds, would be found both useful and interesting.

Prosperous condition of the place.

Particulars seemed to be interesting.

Extension of drained land.

The total dried-up ground extends over a surface of 37,500 acres, of which 35,000 belong to the Torlonia family, and are divided thus:—

How employed.

1,915 acres	.. ..	Canals, ditches and roads.
3,955 „	.. ..	Meadows.
29,130 „	.. ..	Area under crops.

Extension of canals and roads.

The whole tenement is crossed by a large canal connected with the imposing "emissarium" cut in the rock across the mountain below that of the old Roman epoch. To it is linked a vast system of secondary canals and ditches, measuring 176 English miles in length. The tenement is surrounded by an easy road 32 miles in length, with numerous cross roads, measuring many miles.

How land divided.

The tenement is divided into 497 plots of 62 acres each. Each plot is bordered by lines of poplars and willows. The canals

Eighty-five per cent. arable ground.

and roads are likewise flanked by trees. Eighty-five per cent. of the surface was originally turned into arable ground, which at first yielded an astonishing quantity of crops with very little work done by either spade or plough at not more than four inches in depth of soil. At the outset they succeeded in securing as much as 50 bushels of wheat per acre; 70 bushels of maize; 30 cwts. of beans, and as much as 75 cwts. of potatoes per acre. These figures represented the ordinary yield, larger quantities having been obtained in very good seasons.

Crops obtained.

Fertility exhausted.

It so happened that this productiveness, not having been kept within reasonable bounds by means of a rational system of rotation of crops and of manuring, was very soon the cause of exhausting the fertility of the soil, and after some years the crops began to grow poorer and poorer till they became absolutely indifferent. The rich strata of humus which had in the course of centuries gathered in the bottom of the lake appeared to be well nigh exhausted, and difficulties were even experienced to find farmers to work the fields.

Changes introduced eight years ago.

The tenement was thus on the verge of becoming a waste land and a disastrous loss to the Torlonia family. Changes were, however, introduced. It is now about eight years that the method of cultivation has been altered, and rational agricultural systems have been adopted. The place has gone through a complete agricultural transformation, not, however, without a great outlay of money on the part of the Torlonias.

Tenant farmers attracted, housed.

Since the Fucino lake had been dried up no farmers had taken up their abodes on the spot, and it was the custom of both metayers and labourers to have their homes in the neighbouring villages. It became, therefore, necessary to attract and keep on the spot permanently families of farmer tenants "coloni." The Torlonia administration determined to build cottages and to allot to each tenant-farmer six oxen, a mare, and two cows, as well as sundry agricultural implements, such as an iron plough, a cart, a supply of seeds, as well as victuals for a whole year, all which supplies involved in each case an expenditure of 800*l.*, cost of building the cottages included.

Live stock, implements, &c., supplied.

Number of hands per family.

Each family is composed of from ten to twenty persons of both sexes, not including children, so that on an average each represents at least twenty available hands.

Terms of contract.

The contract is so framed that all profits from crops and stables are to be divided in two equal shares, one to the landlord and one to the tenant-farmer.

Tenement how now divided and employed.

At present the Fucino property is divided thus: to the north a vast tract of 2,500 acres is distributed in 40 farms and cultivated on the Tuscan system. Each farm covers between 60 and 120 acres, and is provided with a cottage costing about 550*l.* To the east there are 250 acres of irrigous meadows on the system adopted in Lombardy. One hundred choice Swiss cows, which give excellent milk and cheese, graze on the meadows; 620 acres are under the management of the landlord, and are reared as model fields and testing grounds for rice,

beetroot, sundry varieties of cereals and vegetables, all which have yielded good crops. The remaining portion is leased out.

Up to the present about 150 buildings of different sorts have been constructed at an expense of 60,000*l.* Number of buildings erected.

The resident agricultural population is of 6,700 souls, reckoning tenants, field labourers, metayers, and an equal amount of other husbandmen find employment in field work. Number of inhabitants.

The live stock belonging to the Torlonia consists of 5,672 heads, *i.e.*, 750 oxen, 206 horses, 460 pigs, 4,256 heads of sheep. As regards horses, they have crossed the thorough English bred with the native Roman mare, and they have also introduced thoroughbred English mares. With respect to sheep, good results were obtained by the introduction of Australian and Southdown rams. Number of live stock.

The chief part of the land is still kept for corn production. It extends to over 80 per cent. of the total area, and is divided thus :— Corn produce still prevalent

	Acres.	Yearly Surface under Wheat. Acres.
Leased grounds	19,612	11,492
Metayers	4,807	2,445
Tenant-farmers	2,305	737
Rents in kind	1,032	122
Landlord's account	545	600
	28,301	15,396

And the average annual corn produce is the following :— Average annual produce of corn.

	Bushels.
Wheat	338,899
French beans	84,862
Indian corn	35,667
Beans	10,133
Barley	1,969
Other grains	8,640
Total	480,170

Plus 320,000 cwts. of potatoes, so that the yield of cornfields under farmer-tenancy and the others taken together amounts on an average to 16½ bushels for every acre, and the yield of wheat alone in respect of the ground so cultivated to an average produce of 21 bushels per acre.

With a view of increasing the productiveness of the soil, especially of that portion of it which is not under farming, and considering that the arable stratum is at present only a few inches deep whilst the virgin soil has a considerable depth, it has been decided to furrow the land deeper. Experiments were made, and the results showed that by furrowing the soil down to 10 inches, the several crops yielded 25 and 30 bushels per acre without any necessity of manuring. In consequence of these results the tenant-farmers were provided with a good Increase of productiveness contemplated.

iron plough, each plough drawn by a couple of stout oxen capable of furrowing down to a depth of 10, 12, and even 14 inches. Still more satisfactory results are looked for when agricultural machines shall have been called into operation.

Agricultural machines, hints to home manufacturers.

Notwithstanding that Italy has at present several manufacturers of agricultural machines, it seems not improbable that British manufacturers may secure some orders in this quarter.

Income yielded by farms.

The income yielded by the farms to the Torlonia family is on an average 4*l.* 5*s.* per acre. That amount is ten times the income which used to be realised previous to the improvements to which I have alluded. Deducting therefrom interest and amortization of the capital employed for that purpose, there remains 3*l.* 9*s.*, and adding the portion received by the farmer a total net yearly income results of 6*l.* 18*s.* per acre of land, an amount which I am told is not yielded by the largest and best-managed farming establishments in Italy.

Total income of tenement.

The brutto income for the whole tenement of Fucino according to the accounts for the agrarian year 1888–89, which is the last account published, amounted to 150,000*l.* Deducting therefrom the amount which the old lake yielded before it had been drained (2,780*l.*), I find that the undertaking so successfully carried out by Prince Torlonia means an increase of 147,220*l.* in the general profits of the locality, and in respect of principal as 100 to 5, an increase in the value of property of nearly 3,000,000*l.*

Increase in value of property.

Net profits to Prince Torlonia.

Profits of farmers and tenants.

Percentage.

Out of the said profits the Torlonia family get every year 40,000*l.* net, the rest, viz., 110,000*l.*, are the profits of the farmers, metayers, &c. After deducting all taxes the said income deriving to the Torlonias represent only $2\frac{1}{8}$ per cent. on the considerable sum of 1,400,000*l.* spent in carrying out the undertaking. Besides, however, the fact that a portion of the capital laid out must have already been realised in prosperous years, there is every probability that by an increase of production the investment will prove finally quite remunerative from a financial point of view.

Meteorologic and hygienic aspect.

Under the meteorologic and hygienic aspect, the undertaking gave occasion to complaints, but the notable increase of population in the neighbouring villages of Fucino shows that the sanitary conditions have greatly bettered since the drying up of the lake. In 1861 the population of the district amounted to 31,055, and in 1881, last census, it had risen to 45,988. All kinds of live stock has increased from 25,945 heads to 38,256 heads, and the number of oxen alone has risen from 2,482 to 4,423 heads.

Description of place.

Fucino is a vast high plain, 2,110 feet on the sea level, and is surrounded on all sides by mountains. The climate is mild both in summer and winter. The average temperature does not go below 4 degrees centigrade under zero (25° Fah.) during winter, and in summer it rarely reaches 28 degrees (82° Fah.).

Distance from Rome.

The place is 67 miles from Rome by the Rome-Sulmona

railway line, and it will soon be placed in communication with Naples by means of the Avezzano-Roccasecca branch of the main railway line, Rome-Naples.

The chief town of the district is called Avezzano, where the visitor can find hotel accommodation and carriages. Avezzano, chief town.

The office of the Torlonias is in the latter place, and the director, who is a most intelligent and courteous gentleman, issues the necessary order for visiting the emissarium, farms, stores, &c. Administration offices there.

The Cadastre and Land Rolls.

Since 1886, the formation of a uniform geometrical cadastre for the whole of Italy has been undertaken. Geometrical cadastre commenced in 1886.

The cadastre is based upon measurement and valuation with the object of ascertaining the exact extent of all real property, both lands and buildings, and to keep on record all changes connected therewith. It is also to serve for apportioning and equalising the land tax. This extensive and complicated undertaking is gradually progressing as far as landed property is concerned (for house property the want is not much felt), notwithstanding the great fractionary character of property in certain districts, especially mountain places, and the great difficulty of ascertaining the limits of property where no cadastre maps are extant. For the province of Rome there is already an old cadastre; but as regards the valuation of lands, the information which can be derived therefrom is utterly unserviceable. In some portions of my district the new cadastre operations have been almost completed. Object and nature of the cadastre. Old cadastre of the province of Rome.

Having examined upon what principles and by what methods the cadastre is being prepared in order to render it a true and complete registry of property, as well as a basis for assessing in just proportions the tax which burdens upon landed property, I have deemed it expedient to embody in this report some information on the subject, so as to give an idea of the matter. Consul's investigations.

The cadastre, properly called, consists of:— What cadastre consists of.

(*a*) Sectional maps,
(*b*) Censual tables,
(*c*) Register of items and owners,
(*d*) Land-rolls.

The maps as a rule have the scale of $\frac{1}{2000}$. Every section or particle is formed of a continuous portion of land or building placed within a given communal territory, and belonging to one owner, of one quality as to kind of culture, and of one class as to productiveness (or degree of fertility). Maps, how formed.

In cases of portions of lands fractioned in very small particles, additional maps are annexed on a scale of $\frac{1}{1000}$ and sometimes $\frac{1}{500}$. Sub-maps in certain cases.

Division of communal territories.

For cadastre purposes it is necessary that the limit of al single communal territories be conspicuously marked, and where no natural boundaries exist markers or posts are raised.

Ditto of single properties.

The same thing is done with respect to single lands, limits whereof must be established in a visible and permanent manner by means of boundary lines easily traceable.

The operations which precede the valuation of the lands are:—

Distinction of lands as to quality."

The "qualification" of lands, which consists in distinguishing the lands of each commune according to their various cultivation, yield, and conditions.

Ditto as to "classes."

Follows the "classification" which consists in sub-dividing each quality of land into so many classes as are the different notable degrees of its respective productiveness. Once that the quality and class is fixed upon, the operation of "discrimination" is proceeded with, by means of which it is determined in what manner the lands are to be ultimately described in the cadastre as regards quality and class.

Discrimination of lands.

Valuation, how effected.

Last comes the "valuation," which is effected by ascertaining the yield of each quality and class of land. This is arrived at by means of fixed average tables established for each commune.

Natural produce taken as basis.

The total amount of natural produce yielded by the tenement, and obtained by the ordinary methods of cultivation more commonly in use at the place, constitute the starting point for determining the value.

Money value of produce, how calculated.

The money value of the products is calculated upon the average of such of the three years within the period 1874—1885, when the minimum prices were realised at the ordinary markets of each commune. An allowance is made for the cost of conveyance of the products to the market, and of the average loss on the paper currency, or premium on gold.

Deductions made.

Brutto income, how dealt with.

From the "brutto" income assigned to each quality and class of land are deducted the cost of cultivation and preservation of the lands, irrigation expenses, defence works round property, repairs to cottages, farmhouses, and buildings, and reintegration of crops. An allowance is also made for injuries caused by atmospheric disturbances.

When all these operations, which require in practice a minute, patient, and an extremely complicated work, are completed, the "Censual Tables" are formed. These reproduce in a tabulary form what the maps represent graphically, such as extension of surface, quality, class, as well as the valuation or income yielded by every single section or particle, without, however, any reference being made to the name of the owner.

Censual tables, nature of.

Veritable registry of property.

The "censual tables," which are bound in volumes, constitute a veritable registry and fundamental record of all landed property. By means of reference numbers they are made to correspond with the "Register of items and owners," which is an actual ledger, each page whereof is headed by the name of one owner. On the debit side are entered the assets, all items

Register of owners, how kept.

Debit side

owned, purchases, extension of property, &c., and the corresponding income. On the credit side are made to appear the transfers, sales, &c., so that by a single glance one is able to ascertain at once the position of every single owner. As regards mortgages burdening the property, there are special mortgage record offices accessible to the public.

and credit side.

Mortgage records separate.

All lands and buildings are entered in the ledger in the name of the respective owner. In cases of disputes between neighbouring owners, steps are taken to bring about a compromise, failing which the property is entered under the name of the actual occupant, only a note being added in the ledger as to the fact of the conflict.

Cases of dispute.

Property belonging to unknown persons is temporarily placed under "Crown Lands." Property held on emphiteusis, or emphiteutic property, or property held on usufruct, is entered under the name of the leaseholder ("enfiteuta"), or of the usufructuary, followed by that of the landlord.

Property of unknown persons.

Emphiteutic property.

At the end of each year the tax agent will have to add up the debit and the credit sides, and with the resulting differences he will form the Land Roll, which has a fiscal object exclusively, as it will be used for assessing the amount of tax due to the Treasury by each owner.

Land-rolls, how formed.

The tax will be applied in reason of a percentage on the estimated income in such a manner that the total yield to the Treasury shall not exceed 4,000,000*l.*, to which are to be added the rates due to both provinces and communes.

Tax, how applied.

The "cadastre," which will require, before anything like completion can be arrived at, a good many years to come, keeps numerous clerks and a large technical staff employed. Communal commissions, composed of councillors and of a contingent of the chief landlords of the district as well as provincial commissions, assist in carrying out this undertaking.

Many years required to finish work.

The expense connected with "cadastre" is charged to the Treasury, with the exception of certain items connected with office expenses, local agents, and assistants, whose pay is chargeable to the provinces or to the communes.

Loss, how borne.

The cost of delimitation of property and of placing markers are charged to the owners.

As regards the legal effects deriving from the "cadastre," these will have to be determined by a special Act of Parliament. It seems to be the intention of Government to present a Bill recognising in the "cadastre" certain probatory characters as to ownership of property.

Legal effects as to ownership of property.

Lignite.

During late years a good deal has been heard of Italian lignite, attempts having been made to utilise it by means of a process of distillation, as a substitute for coal on a large scale, and also to extract from it illuminating gas.

Italian lignite as a substitute for coal.

Lignite mines in Consular district.

Some of the best mines being within my district, and the matter being of some interest to British trade, I have followed it attentively; but it did not seem to me that the results were such as to induce anything like a definite opinion on the probability that the objects aimed at can be reached from an industrial point of view.

Result of experiments not conclusive.

I had prepared a series of notes and remarks which, for the reasons just stated, I have cancelled.

Government-aided lignite production.

The Government have naturally, in various ways, encouraged and assisted the production of lignite, even to reducing to the minimum the railway freight for this material; but from a Report recently published by the Ministry of Agriculture, I gather that up to the present it cannot be said that any very great success has attended such endeavours.

Mines can increase production.

Investigations which have been carried out have shown that some of the mines are certainly susceptible of a considerable advance in point of production, provided the systems of working them be improved, new local industries established, and the existing ones furthered more than what they are at present; but a serious drawback lies in the fact that Italian mines are utterly inadequate to meet the wants of the country.

Inadequacy to meet wants of the country.

There seems to be no lack of spirit of enterprise, judging from what has been carried on at San Giovanni di Valdarno, Spoleto, Monterufoli, Murlo, and Montemassi, where, besides laying down important shafts, special and costly tracts of railways have been constructed, running as much as twenty-three kilometres in length, albeit the fact that the profits are not in proportion to the capital laid out.

Private enterprise.

Total quantity of lignite obtainable.

It has been calculated that the quantity of xiloide lignite, embedded in the more important mines throughout the whole kingdom, may amount to 75,000,000 tons, yielding at present an annual produce of 331,000 tons, which could be raised to 768,000. To these are to be added the layers of tar lignite, which may contain 8,570,000 tons of combustible, and which at present yield 33,160 tons a year. This latter production could be raised to 185,000 tons. The two qualities of lignite, taken together, would then give a total production of less than 1,000,000 tons, whilst every year Italy consumes coal, which is imported from abroad, to the extent of 4,500,000 tons.

Consumption of coal.

How far increased production of lignite may affect coal trade.

Taking into account the heating power of Italian lignite, which is half of that of English coal, the maximum production given above would represent less than one-eighth part of the actual importation of coal; but if we consider that the present annual importation of coal co-exists with the present production of lignite, the additional maximum production obtainable of 600,000 tons above alluded to would only affect the importation of coal to the extent of one-fifteenth of its present amount.

Railways.

New line to Naples.

The whole tract from Rome to Segni of the projected new railway line—Rome-Naples—has been constructed and opened for service. The line takes a new direction towards Colonna, Zagarolo, Palestrina, Valmontone, and Segni. It is a double line, and very fast trains can be made to run thereon.

Shorter distance.

The distance between Rome and Naples has been in consequence shortened by $7\frac{3}{4}$ English miles, and a saving of time has been obtained. Trains now run in 5 hours 15 minutes.

New line to Terracina.

From the station of Velletri, on the old Rome-Naples line, now branches off a new line to Terracina—50 English miles already open to the public. This line has greatly facilitated intercourse with Terracina, as well as with Ninfa, Cori, and the Pontine marshes, which were hitherto difficult to reach on account of the long journey.

Ditto to the Alban hills.

In order to facilitate communications with the so-called "Castelli Romani," villages on the Alban Hills, a variation has been introduced in the railway line to Marino, which now passes Castel Gandolfo and Albano, in all 18 English miles. A very fine line and very convenient for excursionists.

Line to Viterbo now in construction.

At present there is in construction the Rome-Viterbo line, a distance of 50 miles, which is to pass Bracciano, Manziana, and will open up a fine district, so far visited only by few.

Connecting lines completed.

The connecting lines for freight purposes around Rome are now completed.

They are not used for passengers, and the system seems superior to the present requirements of the place; but in view of the future development of the town, these lines will prove of great use.

Trastevere terminal station.

The new terminal station at "Trastevere," which links itself to the Rome-Pisa line and main line to Modane, is now in full exercise, but as regards its utility it cannot be said to have up to the present either answered its proportions or the money expended therein.

Proposed changes to attract traffic.

The question of attracting traffic to the said station by rendering it a post of transit for all trains leaving the central station for the Rome-Pisa line was debated a good deal, but imperious reasons of economy induced Parliament to vote against the proposed scheme, deferring its actuation to better times.

The Port of Civitavecchia.

Trade and shipping returns, 1890.

The following returns referring to trade and shipping at Civitavecchia for 1890 and 1891, furnished by the Vice-Consul at that port, show that during 1890 the total number of vessels entered reached very nearly that of the preceding year; but the total tonnage was higher, whilst in 1891 the total number of vessels entered did not much differ from both preceding years, though something higher; but the total tonnage was

Ditto 1891.

Arrival of British vessels declined in 1891.

nearly one-sixth less than in 1891, which difference is to a great extent accountable to the decline in the number of British vessels which arrived at Civitavecchia in 1891 as compared with 1890.

British vessels arrived in 1890.

The number of British vessels which entered Civitavecchia in 1890 increased by ten on that of the previous year, with a corresponding increase in tonnage and cargo.

Ditto in 1891.

As regards 1891, which was not a good year for Italian trade generally, I observe that the number of British vessels was 51 less than the previous year.

Reasons given for decline.

The causes which are assigned to explain the decrease of British shipping in 1891 are the smaller orders given for English pig-iron by the Terni works, almost nil importation of corn from Russia, and finally the absolute deficiency of arrivals from Belgium with iron beams, bars, &c.

Arrivals of British Vessels.

Year.	No. of Vessels.	Tonnage.
1889	136	134,067
1890	146	144,357
1891	95	98,552

British shipping superior to other nations.

Apart from the lamented falling off in the general trade, the returns given below show that during both the said years British shipping still continued to be greatly in excess of that of all other nations taken together, Italian vessels excluded.

RETURN of all Shipping at the Port of Civita Vecchia in the Year 1890.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	3	250	143	144,107	146	144,357
Italian	1,030	51,498	509	188,121	1,539	239,619
Greek	16	3,775	1	1,068	17	4,843
German	...	...	9	8,305	9	8,306
Norwegian	1	262	9	5,569	10	5,831
Spanish	20	3,173	2	1,671	22	4,844
Belgian	...	...	2	2,563	2	2,563
Other countries ...	3	682	...	...	3	682
Total	1,073	59,640	675	351,405	1,748	411,045
Total for the year preceding ...	1,093	57,684	648	335,985	1,777	393,669

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	3	250	143	143,918	146	144,168
Italian	1,029	51,563	511	188,715	1,540	240,278
Greek	14	3,140	1	1,068	15	4,208
German	...	...	7	5,925	7	5,925
Norwegian	1	262	9	5,569	10	5,831
Spanish	20	3,173	2	1,671	22	4,844
Belgian	...	...	2	2,563	2	2,563
Other countries ...	3	682	...	...	3	682
Total	1,070	59,070	675	349,429	1,745	408,499
Total for the year preceding ...	1,102	58,441	683	335,159	1,785	393,600

RETURN of all Shipping at the Port of Civitavecchia during the year 1891.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of vessels.	Tons.	Number of vessels.	Tons.	Number of vessels.	Tons.
British	7	960	88	97,592	95	98,552
Italian	1,195	59,375	473	170,008	1,668	229,383
Norwegian	...	...	20	9,356	20	9,356
Spanish	20	3,180	...	...	20	3,180
German	...	...	2	1,296	2	1,296
French	1	46	2	942	3	988
Austrian	...	...	1	761	1	761
Belgian	...	...	1	1,312	1	1,312
Dutch	...	...	1	827	1	827
Greek	1	196	...	...	1	196
Total	1,224	63,757	588	282,094	1,812	345,851
Total of the year preceding ...	1,073	59,640	675	351,405	1,748	411,045

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of vessels.	Tons.	Number of vessels.	Tons.	Number of vessels.	Tons.
British	6	866	89	98.858	95	99,724
Italian	1,192	59,452	473	170,008	1,665	229,460
Norwegian	...	...	20	9,356	20	9,356
Spanish	20	3,180	...	...	20	3,180
German	...	...	4	3,677	4	3,677
French	1	46	2	942	3	988
Austrian	...	...	1	761	1	761
Belgian	...	...	1	1,312	1	1,312
Dutch	...	...	1	827	1	827
Greek	2	635	...	...	2	635
Total	1,221	64,179	591	285,741	1,812	349,920
Total of the year preceding ...	1,070	59,070	675	349,429	1,745	408,499

IMPORTS at the Port of Civitavecchia by British Vessels during the Year 1890.

Number of Vessels.	Names of Articles.	Quantity in English Tons.	Remarks.
37	Steam coal	56,316	The difference between the number of vessels stated in the Return of British Shipping and the present Return, is owing to 24 ships having brought two different qualities of cargo.
27	Gas coal	51,842	
22	Patent fuel	39,833	
36	Pig iron	60,856	
2	Spiegel iron	147	
8	Old rails	9,745	
8	Coke	7,763	
7	Fire bricks	1,055	
3	Cod fish	265	
5	Grain	6,038	
2	Rye	783	
1	Oats	490	
1	Cannel coal	1,600	
2	Iron ware	1,804	
2	Rails	1,380	
1	Old steel	250	
3	General	320	
167		240,487	

IMPORTS at the Port of Civitavecchia by British Vessels during the Year 1891.

Number of Vessels.	Names of Articles.	Quantity in English Tons.	Remarks.
25	Gas coal	51,445	The difference between the number of vessels stated in the Return of British Shipping and the present Return, is owing to several ships having brought different qualities of cargo.
23	Steam coal	38,093	
17	Patent fuel	27,742	
21	Pig iron	38,831	
4	Coke	3,659	
2	Spiegel iron	200	
2	Fire bricks	165	
2	Fire clay	99	
3	Juta	1,629	
1	Cannel coal	1,830	
4	Cod fish	567	
1	Wheat	1,144	
105		165,404	

New pier progressing.

The Vice-Consul mentions that the works of the new pier, which have now been going on for a good many years, are regularly progressing. The weather sometimes interferes, but on the whole work is advancing. It will require some years before the new quay may be an accomplished fact.

Arrangements

The Vice-Consul also reports that arrangements were made

some time ago between Government and the Municipality of Civitavecchia for the construction of a "punto franco" (stores for goods in bond). as to "punto franco."

The expenditure connected therewith will be met by the sum of 6,000*l.*, which was granted by Government as an indemnity on the town ceasing to be a free port.

The stores, however, are not open yet and will not be completed for some time to come.

Terni Works.

During the years 1890 and 1891 the production of the steel works was respectively:— Production of steel works in 1890–91.

Year.	Tons.	Cost.	Net profit.	Workmen employed, average.
		£	£	
1890	48,716	496,032	107,968	1,664
1891	Not given	—	134,844	1,288

which shows a falling off as to quantity in comparison with 1889 (78,979 tons), owing to diminished demand for rails. The industrial results, however, are progressing, the production being of a superior class, guns and artillery material especially.

The production of the foundry alone was:— Production of foundry.

Year.	Tons.	Cost.	Net profit.	Workmen employed.
		£	£	
1890	12,912	100,700	16,900	776
1891	Not given	—	18,036	700

also in the foundry the quantity produced in 1890 was inferior to that of 1889 (14,114 tons).

In the report for 1891 the figures are not given in detail as in former years, but it is stated in general terms that the results were not much different from those of 1890. Figures not all given for 1891.

The Terni Company has purchased the Savona Works at the price of 180,000*l.*, of which 160,000*l.* is payable in bonds bearing 5 per cent. interest redeemable in 20 years and the remaining 20,000*l.* in cash. The Savona Works were valued at 560,000*l.* in the assets of that Company now wound up. Purchase of Savona works.

The Terni Company paid no dividend to shareholders in either of the above years. No dividend.

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FOREIGN OFFICE.

1893.

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ITALY.

REPORT FOR THE YEAR 1891

ON THE

TRADE OF VENICE AND ANCONA.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 978.

Presented to both Houses of Parliament by Command of Her Majesty,
FEBRUARY, 1893.

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ITALY.

FLORENCE.

Consul-General Sir D. Colnaghi to the Earl of Rosebery.

My Lord, *Florence, January* 4, 1893.

I HAVE the honour to transmit to your Lordship herewith enclosed the Commercial Reports for the year 1891, drawn up by the Vice-Consuls of Venice and Ancona.

I am again compelled to state that, owing to the Statistics on which Mr. de Zuccato's Report is based having been published by the Venice Chamber of Commerce only on December 24 last, it was impossible for him to send in his Report at an earlier date than the present.

I have, &c.
(Signed) D. E. COLNAGHI.

Report on the Trade and Commerce of Venice and Ancona for the Year 1891.

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Shipping and navigation. British shipping.

In the year 1891, 269 British steamships, with an aggregate tonnage of 348,235 tons, entered, and 269 steamers, with a tonnage of 348,237 tons, cleared from the port of Venice, showing a decrease for 1891, as compared with 1890, of 52 steamers, with 55,611 tons, in the entries, and 52 steamers, with 55,609 tons, in the clearances.

This diminution is chiefly due to the depression of the coal trade, to the imposition of protective duties on cereals and colonial produce, and to the British ships now visiting this port being of a much larger burthen.

Ships under all flags.

By the following tables, showing the number and tonnage of all ships arrived at and departed from the port of Venice, it will be seen that 2,506 sailing vessels and 1,012 steamships entered the port during the year under review, there being an increase of 625 sailing vessels, but a decrease of 62 steamers, as compared with the former year. The total tonnage of the sailing and steamships above mentioned was 951,646, with a diminution of 40,923 tons for 1891.

RETURN of all Shipping at the Port of Venice in the Year 1891.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	1	617	268	347,618	269	348,235
Italian	1,979	106,394	359	274,748	2,338	381,142
Austro-Hungarian	502	29,590	290	130,397	792	159,987
Swedish and Norwegian	1	421	62	24,694	63	25,115
German	...	...	20	18,059	20	18,059
Greek	11	3,381	8	8,299	19	11,680
Russian	...	...	3	4,878	3	4,878
Spanish	...	...	1	1,161	1	1,161
Turkish	6	203	1	972	7	1,175
Montenegrin ...	6	214	...	...	6	214
Total	2,506	140,820	1,012	810,826	3,518	951,646
,, for the year preceding ...	1,881	116,894	1,074	875,675	2,955	992,569

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	1	617	268	347,620	269	348,237
Italian	1,978	108,261	357	274,608	2,335	382,869
Austro-Hungarian	494	28,356	291	132,691	785	161,547
German	...	...	20	18,059	20	18,059
Russian	...	...	3	4,878	3	4,878
Greek	10	2,779	8	8,258	18	11,037
Turkish	8	390	1	972	9	1,362
Spanish	...	...	1	1,161	1	1,161
Swedish and Norwegian	1	421	62	24,694	63	25,115
Montenegrin ...	6	214	...	...	6	214
Total	2,498	141,538	1,011	812,941	3,509	954,479
,, for the year preceding...	1,889	118,214	1,080	875,025	2,969	993,239

Pilotage. The service of pilotage in the Venetian estuary and lagoons is carried on by a body of pilots not exceeding in number 34 men. The pilotage is divided into two sections, namely, sea pilotage and lagoon pilotage. The first section includes all the line which joins the Lighthouse at Maistra Point to the Piave Lighthouse, up to inside the ports of Malamocco, Lido, and Chioggia. The second section includes the canal of navigation, which, from the inner part of Malamocco Harbour, leads to Venice as far as the maritime station.

In the first section the pilotage is optional for all ships arriving at and departing from Venice. In the second section it is compulsory for all ships entering and leaving Venice with cargo or in ballast, with the exception of—

1. Ships not exceeding in burthen 100 tons register.
2. Floating material belonging to the Military and Civil

Engineers' Departments, which may be employed for deepening the harbour and its canals.

3. All ships entering and leaving, through the Lido Port, whatever their tonnage may be, until further orders.

4. Ships employed for the local service of the Government and the floating material belonging to the Royal Navy.

The pilotage dues are as follows:—

(*a*) For pilotage in the first section: taking pilot on board in the Piave-Maistra Line, 6 c. per register ton, with a minimum of 20 lire, and a maximum of 108 lire; taking pilot on board at Pelorosso, which is about three miles out at sea, 2 c. per ton, with a minimum of 12 lire and a maximum of 36 lire.

(*b*) For pilotage in the second section, 0·045 lire per ton, with a minimum of 20 lire and a maximum of 90 lire.

Ships entering Malamocco Harbour, but not proceeding beyond Poveglia, are to pay half the rate of pilotage prescribed for the whole run in the second section.

Ships that, on arrival, have taken a pilot on board in the first section, and intend to employ him again on their going out, will have to pay only half the rate above-mentioned.

Italian and foreign ships of war have to pay the following rates of pilotage, which are optional in the first and compulsory in the second section, viz.:—

For a run from three miles out at sea to the North Breakwater at Malamocco, 6 c. per register ton, with a minimum of 20 lire and a maximum of 108 lire; from the said breakwater to the anchorage in the roadstead of Spignon, 2 c. per ton, with a minimum of 12 lire and a maximum of 36 lire.

For the run from Alberoni to Venice, as far as the maritime station, 0·045 lire per ton, with a minimum of 20 lire, and a maximum of 90 lire.

I regret to have occasion to report that, during the last year, accidents have now and then occurred in the second section to British ships in charge of pilots, owing, as reported by the masters, to the carelessness or incapacity of the said pilots. The right of pilots not to be held liable for damage or losses in case of accidents occurring through their fault or incapacity, even when they are compulsorily employed, is maintained here by the harbour authorities, who persist in holding the ship responsible for all the consequences ensuing from such accidents, notwithstanding the remonstrances which have been made here on the subject. The theory of the local Government authorities is that the ship must immediately pay or deposit the amount demanded by them, or she will not be allowed to leave the port, and that the master has the right to institute civil proceedings against the pilot for the recovery of the money disbursed by him. But as the pilots do not possess any property, it would be perfectly useless for the master to commence an action against them, as, even supposing that he succeeded in obtaining a favourable verdict, he could not get a farthing from the pilot in repayment of the amount he had disbursed, and he would have,

moreover, to lay out an additional heavy expenditure in settling his lawyer's bill and the legal expenses connected with the suit.

Coast communications.

Though the desirability of increasing and perfecting the system of semaphoric and telegraphic communication upon the Venetian coast of the Adriatic had been frequently pressed upon the attention of the Government during late years, this branch of the service is considered to be still deficient. Intelligence of ships in distress on the coast reach the town with great delay, and the masters are thus unable to communicate promptly with their consuls or agents, in order to obtain timely assistance in cases of emergency; and this occurs not through any neglect of duty or want of diligence on the part of the local authorities, who, on the contrary, have always been most kind, civil, and ready to render every assistance in their power, but for want of prompt semaphoric communication.

Although wrecks of ships on the Venetian coast are very rare indeed, owing to the bottom of the sea consisting of soft mud and sand, yet cases of stranding on the coast now and then occur, and the position of ships may become dangerous when the sea is boisterous and the wind blows hard.

It is painful to state that there is no lifeboat service on the coast for saving the life of persons meeting with such accidents. It would appear, from what I am told, that a general Italian service for saving life at sea was established by Royal Decree on April 21, 1872. Besides this service there are three other societies, supported by private contributions, maintaining asylums, &c., for the care of shipwrecked and asphyxiated persons, namely, at Genoa, "The Ligurian Society," founded in 1871; at Leghorn, "The Livornese Society," with three asylums founded in the same year; and at Porto Corsini (maritime department of Rimini), "The Del Cefalo Society," consisting of fishermen and mariners of the place.

In 1883, under the auspices of Commander Piola, Government Inspector of the ports of the Adriatic, residing at Venice, endeavours were made to form a humane society in some respects similar to the others, but notwithstanding his most generous and persistent efforts nothing could be effected.

There are no stations, lifeboats, life-line projectiles, or other apparatus along the Venetian coast for rescuing people in distress.

Some months ago a Greek sailing vessel stranded about 100 metres from the coast, off San Pietro in Volta, remaining there three days before she became a total wreck. Although the screams of the unfortunate crew, who were clinging desperately to the rigging, were distinctly heard from the coast, no help could be afforded them, as the sea was too heavy to allow of any vessels going out of the harbour, and there being no lifeboats or other apparatus to attempt their rescue from the shore. The consequence was that four men were drowned in attempting to reach the shore. There is no lack of evidence here to show that if proper assistance had been available there would have been no loss of life.

Public weighing office.

In consequence of frequent complaints preferred by British shipmasters respecting alleged short weighing of cargoes, and the representations made by this office to the local authorities, a public weighing office was established in 1891, under the management and control of the local Chamber of Commerce. The institution of such an impartial office was a great benefit, as the returns of the weights of cargoes were issued under the authority of the Chamber of Commerce and were, of course, looked upon as accurate and just by all parties concerned, who were thus released from all responsibility. I regret to say, however, that all the efforts of the authorities, to whom the highest praise is due, were of no avail. The Chamber of Commerce was compelled to close the office, owing to the non-employment by shipmasters of the Chamber weighers, and the preference given by the said masters to a company of private meters for the following reasons: 1st. Because ship brokers and agents opposed the public weighing office, as they wanted to employ their own weighers, in whom, they said, they had full confidence. 2nd. Because the company of private weighers, in order to compete with the public weighers, undertook to guarantee to shipmasters the total weight of cargoes as per bill of lading, and, in case of short delivery, they were making good the deficiency out of their own pocket. The masters, in order to avoid eventual allegation of short weight, were but too glad to employ the services of the private weighers. Thus all the endeavours of the authorities and the Consulate failed, as masters and others could not be legally compelled to employ the Chamber of Commerce meters. The weighing service is now carried on as before, that is to say, by a company of private weighers, under a chief meter, Signor Pasini, who enjoys a good reputation, and whose certificates are legalised by the Chamber of Commerce. To avoid any dispute at Venice masters of British ships are strongly recommended to take the greatest care, not only at the port of shipment, but also here in having cargoes of coal, &c., tallied out by officers and tallymen in addition to the weighers, and the quantities agreed and entered in a book and regular receipts taken. In case of subsequent complaints on the part of masters the Consulate is utterly powerless to assist them.

Peninsular and Oriental Company.

It may not prove uninteresting to review here, in a few lines, all the phases through which the Peninsular and Oriental service at this port passed since its beginning and cessation. In 1872 an important convention for five years was concluded by the Government with the Peninsular and Oriental Company for a weekly postal and commercial service of steam navigation between Venice and Brindisi and the ports of Egypt, India, China, Japan, and Australia, on payment to the company of a yearly subsidy of 500,000 lire (20,000*l.*). This service was carried on since its beginning with such punctuality and liberality that the convention was prolonged by the nearly unanimous vote of the Italian Parliament up to the year 1888. In the month of June of that year a fresh convention was concluded for a fortnightly

service from Venice to Alexandria in Egypt, calling at Ancona and Brindisi, with a subsidy of 275,000 fr. (11,000*l.*) a year. By this new convention all passengers and goods to and from Venice and ports of India, China, Japan, and Australia were landed at Brindisi for transhipment on board the Company's steamers proceeding to and from the above ports. This was a heavy blow to Venice, which had already become, from her geographical position, the natural entrepôt for the traffic of goods to and from Central Europe. Besides the Peninsular steamers coming and going direct to and from the ports of India, conveyed, to and from Venice, a large number of passengers who spent their money freely on the spot. On January 15, 1892, the Italian Government discontinued the contract, and the company ceased from that date to dispatch their steamers to Venice. The "Società di Navigazione Generale Italiana" took up the service, under agreement with the Italian Government. A new and regular line was immediately opened by the Peninsular Company to and from Brindisi and Naples, in connection with the said ports of Egypt, India, China, Japan, and Australia. The syndic, Commander Riccardo Selvatico, addressed an official letter of thanks and farewell to the company for the praiseworthy manner in which they had carried on the service, which fully corresponded to the views of Venice and the interest and requirements of the shippers and other parties concerned. He also recognised the amiability of the captains of the Peninsular vessels for the friendly feeling they manifested on all occasions of national demonstrations. This letter was acknowledged in most cordial terms by Mr. Alexander Mackenzie Bethune on behalf of the company. I consider it my duty to state that all the predecessors and the actual syndic, Commander Riccardo Selvatico, and the chief secretary of the municipality, Chevalier Marcello Memmo, have always shown extreme politeness towards British subjects, and have always rendered them every service in their power when opportunity occurred.

Shipbuilding.

It is with regret that I have to state that shipbuilding has been at a dead-lock for several years. The inactivity which I had occasion formerly to report is still continuing, and although for a long time the formation of a company for converting the island of "St. Elena" into a large shipbuilding yard was talked of, nothing has been done. The ship-yards are nearly in the same condition as they were under the Venetian Republic, and are only fit for the construction of small craft.

Trade and commerce.

The condition of trade in general in this district was not satisfactory in 1891, and the year was far from being a profitable one to the local merchants. The causes are stated in the report published by the Chamber of Commerce to be chiefly as follows: the want of direct lines of steam navigation between Venice and India and America; the imposition of high protective duties; and the tedious and vexatious proceedings of the custom-house. There are, moreover, the high rates of the Italian railways as compared with those of Austria; the disinclination of the great capitalists to

march with the spirit of the age; and the departure of some merchants who carried on trade, on a large scale, at this port. It is the general opinion here that the above causes and other burdens have tended to restrict the general trade of Venice. All the representations and endeavours of Commander Giacomo Ricco, the energetic President of the Chamber of Commerce, were so far fruitless. It is patent that, owing to the rivalry of Trieste and Fiume, the trade of Venice depends on direct and cheap communication, by sea and by land, with the principal commercial centres, on facilities and economy of transport, and on freedom from vexatious proceedings and delays on the part of the customs authorities.

There is not the least doubt that by means of the lines of steam navigation before mentioned, and the construction of the Valsugana Railway, the trade and commerce of Venice will again rapidly increase.

In the total value of all merchandise imported and exported from Venice there was a decrease of 1,180,447*l.*, with an increase in the exports of 464,200*l.*, as may be seen by the statistics herewith submitted, compiled from those issued by the local Chamber of Commerce on December 24, 1892.

I am sorry to add that in the import and export trade with Great Britain there was a total decrease in 1891 of 178,567*l.* for the former, and 42,841*l.* for the latter.

RETURN of Principal Articles of Import to Venice during the Years 1891–90.

Articles.	1891.		1890.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Wine and spirits ..	82,236	1,190,617	87,514	1,372,188
Animals for slaughter ..	5,254	251,587	5,639	289,412
Stearine candles ..	244	10,869	225	10,021
Paper, books, and prints	3,932	150,417	3,423	131,222
Wax	215	24,217	190	21,695
Wheat and other grain	116,507	1,076,952	189,878	1,441,030
Glass, beads, and enamels	1,068	166,262	1,074	199,396
Resin	1,544	7,415	1,946	9,341
Colonial produce and drugs	7,228	294,560	7,824	341,627
Colours and dye-woods	1,522	39,811	1,217	30,457
Indigo	44	30,940	65	46,130
Fuel, coal, &c.	457,775	588,679	534,087	722,458
Hardware, earthenware, and jewellery ..	1,251	45,581	1,445	43,830
Cheese	1,804	192,165	1,904	181,671
Fruits	25,757	383,430	26,640	373,835
Glucose	1	26	3	70
Gums	257	20,616	194	15,568
Timber, rough and worked	83,161	308,807	83,222	303,993
Yarns and manufactures, silk, woollen, and cotton	5,828	1,150,982	5,472	1,052,494
Hemp	7,816	231,368	9,230	265,835
Cotton	16,279	651,164	22,654	1,087,407
Wool	976	117,426	981	107,910
Other materials for weaving	881	14,302	426	6,885
Medicines and medicinal preparation	2,940	124,778	3,081	133,171
Metals, rough and worked	13,836	281,095	20,880	311,379
Natron	59	308	153	800
Nitre	490	11,181	431	9,829
Oils	21,193	701,075	15,038	528,621
Petroleum	22,137	139,923	28,628	216,220
Hides and leather ..	3,483	318,904	4,042	374,658
Fish, dried and prepared	7,438	229,587	8,276	239,059
Stone, lime, and cement	88,716	80,318	93,119	92,135
Salt	21,576	25,892	16,486	19,784
Soap	939	28,191	924	27,784
Raw silk, cocoons, and waste	281	136,160	375	182,523
Oil, seed	12,052	129,362	8,552	103,045
Butter	2,922	107,478	2,850	118,261
Tobacco	2,747	78,806	2,264	64,943
Gall-nuts and bark ..	2,293	31,311	1,935	30,963
Sulphur	11,543	60,024	14,217	65,400
Matches and inflammable materials ..	35	2,342	21	1,505
Sundries	42,015	362,544	41,253	403,366
Total	1,078,294	9,797,472	1,247,895	10,977,919

RETURN of Principal Articles of Export from Venice during the Years 1891-90.

Articles.	1891.		1890.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Wine and spirits ..	60,163	796,980	67,218	1,004,304
Animals for slaughter..	123	11,258	102	9,430
Stearine candles ..	160	7,112	194	8,614
Paper, books, and prints	2,218	90,450	1,794	80,542
Wax	779	121,281	696	108,436
Wheat and other grain..	105,709	1,044,326	166,153	1,302,926
Glass beads and enamels	443	135,253	725	145,003
Resin	452	2,170	694	3,331
Colonial produce and drugs..	6,085	277,004	5,519	269,014
Colours and dyewoods..	1,008	33,963	1,186	33,872
Indigo	42	29,820	20	14,000
Fuel, coal, &c.	281,221	357,669	308,523	415,396
Hardware, earthenware, and jewellery ..	6,119	240,323	5,729	231,949
Cheese	1,222	129,391	1,160	102,422
Fruits	11,696	220,092	14,906	230,786
Glucose	960	17,678	940	17,305
Gums	144	11,576	153	12,296
Timber, rough and worked	39,219	248,724	45,031	271,835
Yarns and manufactures, silk, woollen, and cotton ..	6,985	1,023,428	5,778	814,107
Hemp	9,314	275,710	8,618	248 221
Cotton	12,917	516,704	14,176	680,482
Wool	920	101,255	884	97,328
Other material for weaving	63	1,366	65	1,115
Medicines and medicinal preparations	2,351	99,911	2,334	104,211
Metals, rough and worked	7,444	123,083	13,883	160,359
Natron	28	148	131	683
Nitre	0·1	2	1	23
Oils	17,017	572,171	12,773	461,846
Petroleum	24,395	152,941	25,098	187,588
Hides and leather ..	3,278	279,666	4,550	402,806
Fish, dried and prepared..	5,001	157,582	5,644	157,495
Stone, lime, and cements	16,105	29,624	22,457	27,130
Salt	16,043	19,253	13.391	16,070
Soap	565	16,965	1,136	34,104
Raw silk, cocoons, and waste	312	151,024	334	162,560
Oil seed..	10,248	111,795	7,395	88,008
Butter	4,371	111,087	3,083	95,390
Tobacco..	2,374	73,644	3,128	96.636
Gall nuts and bark ..	1,900	27,363	1,706	27,304
Sulphur..	11,247	74,258	11,266	67,596
Matches and inflammable materials ..	1,582	27,111	1,575	34,524
Sundries	18,986	286,985	18,019	245,244
Total	691,247	8,008,148	798.279	8,472,343

TABLE showing the Total Value of all Articles Imported to Venice from Foreign Countries during the Years 1891–90.

Country.	Value.	
	1891.	1890.
	£	£
By land and river navigation ..	3,941,888	3,889,582
Great Britain	889,741	1,068,308
Italy	2,133,478	2,142,813
East India	768,336	1,193,034
Austria-Hungary	601,702	704,162
Russia	484,025	534,994
Turkey	241,440	365,048
Roumania	178,038	456,442
United States of America ..	147,382	91,312
Greece	102,579	99,330
France	97,222	120,188
Africa	61,834	95,687
Sweden and Norway	56,010	80,769
Germany	39,120	41,136
Belgium	31,274	26,041
China	11,588	15,522
Japan	5,274	5,377
Holland	3,091	7,084
Arabia	2,970	935
Spain	480	3,589
Brazil	..	36,359
Portugal	..	200
Total	9,797,472	10,977,919

TABLE showing the Total Value of all Articles Exported from Venice to Foreign Countries during the Years 1891–90.

Country.	Value.	
	1891.	1890.
	£	£
By land and river navigation ..	3,563,644	6,059,187
Great Britain	323,340	366,181
Italy	1,034,130	990,244
Austria-Hungary	401,258	481,114
East India	159,564	128,517
Greece	132,164	129,636
Turkey	158,898	117,276
Africa	111,314	78,820
United States of America ..	53,774	31,688
Roumania	16,834	12,505
France	13,880	13,880
Australia	11,771	16,258
Japan	8,513	2,400
Russia	5,672	6,071
Germany	5,600	8,000
Holland	2,164	670
Arabia	1,164	3,369
China	1,389	7,050
Portugal	1,006	52
Belgium	805	2,808
Sweden and Norway	729	1,164
Denmark	85	101
Spain	..	1,580
Total	8,008,148	8,472,348

Grain. Wheat. The wheat harvest in 1891 was abundant, and there was, consequently, no necessity to have recourse abroad for local consumption.

Indian corn. The Indian corn harvest was also good, and there was, therefore, an inconsiderable importation of this grain from the Black Sea and the Danube.

The above causes and the import duty imposed by the Government account for the diminution in the importation shown by the following tables.

Rice. There was an increase in the imports of foreign rice in the husk during the year, which is attributed to a trial cargo having been sent to Venice for the millers at Treviso. In the opinion of the Chamber of Commerce the experiment was not favourable, as this cargo was not followed by any other, nor are there any better prospects for the future, owing to the protective import duty and the abolition of the drawback, which tend only to favour a small class of landed proprietors to the detriment of the rice-millers and the general consumers.

Coffee. There was a falling off in the import of coffee which was due to the unfavourable circumstances above stated, and the departure of some important firms which carried on a large trade here in this produce.

There was a large importation of pepper in 1890 in consequence of the low prices at the places of origin. The prices having, however, continued to go down the speculation failed, and there was a consequent diminution in the imports of this produce in 1891. Pepper.

The falling off in the imports of coals is due to the large stock from the former year and to the less demand on the part of the proprietors of the waste lands in these provinces for drainage purposes. Coals.

The vintage in 1891 was deficient in these provinces, and a great quantity of Sicilian wine was imported for local consumption. The Counts Papadopoli have invested large sums of money to develop the wine-growing industry, and the wines exported from their cellars are stated to be in good demand, especially in England and North Germany. The brands "Borgogna," "San Giorgio," and "Castel San Polo," are sold in bottles and are said to improve during long sea voyages. Vintage and wines.

The use of tea is yearly increasing at Venice. The inferior qualities of Russian teas sold by many retailers at high prices cannot compare with the finest China, India, and Ceylon teas now supplied direct to customers here, at very moderate prices, by the United Kingdom Tea Company, Limited, of London. Tea.

The decrease in the imports of raw cotton from India is due to the surplus stock remaining over from the preceding year, and the facilities of duty, transport, &c., wisely granted by Austria to attract such an important trade to their ports. It is regrettable to state that, although the transit of raw cotton through Venice is yearly decreasing, to the benefit of Trieste, no steps have, so far, been taken by the Italian Government to remedy this evil. Cotton.

The heavy import duty enforced by the Government, with the object of preventing this oil being mixed with native olive oil, has completely paralysed all trade in this article. Cotton oil.

There was an average crop of hemp in these provinces in 1891. Shipments of hemp are yearly sent to England from this port for the use of private and Government dockyards there. Hemp.

The import of coal tar shows an increase for 1891. It is used almost exclusively by the local factory for the manufacture of patent fuel, which is chiefly consumed by the Adriatic Railway Company. Coal tar.

There is again a falling-off in the imports of metals, which is chiefly attributed to the economical crisis under which the metallurgical establishments in this district are still suffering. Metals.

There was a diminution in the imports of herrings and stock-fish, and an increase in the importation of pilchards. Dried fish.

There was an increase in the importation of oleaginous seeds owing to the large speculations made during the year under review in the expectation that the Government would have raised the import duty on such produce. Oleaginous seeds.

There was an augmentation in the export of beads in 1891, which is principally due to the lowering of the import duty in France, where beads are in great demand. This industry, which, Beads.

during the last years, was greatly affected by the differential duties imposed by other States, was, however, far from being prosperous as, during the year, several factories were closed in consequence of the unremunerative prices at which beads were sold.

Mosaics. The splendid mosaics now produced at Venice continue to take the first place in the artistic markets of the world. Among the important works recently executed by the Venice and Murano Company, a well-known mosaic manufactory, is a large mosaic panel representing Columbus being received by Queen Isabella and King Ferdinand of Spain after his return from America. This panel, measuring about 200 square feet, shows Columbus, when kneeling before the Sovereigns, presenting to them the natives of the newly-discovered land and some products of the soil. The persons represented are about 38 in number, many of them of the natural size, formed in three principal groups. In the most important group is Columbus, having at his side the young Crown Prince and the Sovereigns, surrounded by the dignitaries of the Court, ladies and noblemen, and pages holding the standards. In the middle group, but more to the left, are the native Indians, and near the entrance of the hall other Spanish nobles and the companions of Columbus. The gorgeous and various attires of all the figures, their warlike implements, the splendid stuffs of all sorts and tints, the rich decoration of the hall, the pageantry of the Court, the strange tones and costumes of the natives in full contrast with the others, and the various attitudes of all these personages form a whole in perfect harmony with the details of the scene, owing to the excellent distribution of the figures and the perfect fusion of tints.

The work is so delicately executed that no one can believe that the panel is not painted until on touching it he discovers that it is entirely composed of small enamel cubes, put together without any aid of colour or cement, and worked according to the mode of the old Venetian mosaic school. This panel will form the pendant of another representing Columbus landing in America, and which will shortly be executed by the Venice and Murano Company. These mosaic works are executed for Mr. H. Furber, of Chicago, who is now building a palace near the premises of the Exhibition, which it is said will be called Columbus Palace, and will be the largest in America. The two panels are to be placed in the entrance hall. The author of the cartoons is Prof. Chev. E. Paoletti, an artist well known in Venice, and considered one of the best painters who still maintain the traditions of the great Venetian school. As a work of art, the mosaic is justly considered the most remarkable modern specimen ever exhibited, and reflects great credit on the Venice and Murano Company, the Director-General Commendatore Giovanni Castellani, and the whole of the artists engaged in its production.

Population. The population of Venice on December 31, 1891, consisted of 161,130 persons.

The births during the year were 4,381, of which 2,186 were males and 2,195 females; the proportion of legitimate to illegitimate children being 3,770 legitimate to 402 illegitimate; there were 76 twin born, 209 foundlings, and 70 still-born. Births.

The legal marriages in 1891 were as follows:— Marriages.

Between—	Number of Marriages.
Bachelors and spinsters..	772
Bachelors and widows	36
Widowers and spinsters..	21
Widowers and widows	28
Total	927

Among the above marriages four were between brothers-in-law and sisters-in-law, and 17 between cousins.

The total number of deaths was 3,304 (1,677 males and 1,627 females). There were at the end of the year under treatment in the hospitals and lunatic asylums 2,984 persons (1,430 males and 1,554 females). Deaths.

On December 31, 1891, there were in confinement in the local prisons 1,035 persons (784 males and 251 females). Prisons.

The conciliating magistrates (giudici conciliatori) acting in the Venetian provinces pronounced 14,178 sentences, and settled by mutual agreement 23,751 civil suits. Civil and criminal actions in the Venetia.

In criminal affairs the prætors pronounced 15,508 sentences; the tribunals, 3,084 sentences; and the Court of Appeal decided 774 suits.

The failures during the year were 186, happily for not large amounts. Failures.

The long and narrow island which goes from north to south as far as Malamocco Harbour is called Lido. Pietro Giustiniano states that there were there two high towers older than Venice, which the Venetian writer Bernardo alleges to have seen with his own eyes, on one of which was engraved the following inscription:— Public works. Lido Port.

> "Aduc stantem vidi etas nostra
> Antiquissimam altitudinis eximie."

In 1,053 the monastery and church of San Nicolo were constructed by order of the Republic in which to place the remains of St. Nicholas, which are stated to have been brought to Venice from Myra on December 6, 1098.

The first record, now extant, of the port of Lido is a description of the departure in 998, on Ascension Day, of the Venetian Fleet, commanded by the Doge Pietro Orseolo the Second, who subsequently defeated the Dalmatians and established the supremacy of Venice in the Adriatic. The Doge was honoured with

the title of Duke of Dalmatia, and from that time forward the famous ceremony of the betrothal of the sea was celebrated every year on Ascension Day in the port of Lido. In 1202 the Pope, Innocent the Third, having proclaimed a new crusade against the Turks, an army consisting of 40,000 men, French and Flemish, arrived at Venice and camped at Lido.

About the end of the same year the Venetian Fleet, under the command of the Doge Enrico Dandolo, consisting of 240 ships of war, 70 transport ships, 50 galleys, and about 150 "palandre," left the Lido Port, with the troops on board, bound for the conquest of Constantinople.

It is evident from the departure of such a powerful fleet that the Lido Port was at that time deep, wide, and of easy ingress and egress. But in subsequent centuries the conditions of the port changed, as a decree was issued by the Republic premitting ships to throw their ballast overboard before entering the Lido Port, in order to pass through it the more easily. In 1359, '90 and '91 vigorous attempts were made to deepen the port by means of barges and men, and by making the mouth of the River Brenta flow into the port. In 1402, 1,000 men were employed to excavate a bank which had formed near the entrance of the harbour. But all the efforts were of no avail, as in 1541 only small craft could go out of the Lido Port. Gradually, however, the port was naturally deepened, and during the last period of the Republic the galleys found easy entrance and exit through the Lido waters.

The works for reopening the Lido Port began, as may be seen from previous reports, several years ago.

The construction of the north-east breakwater, which starts from the point of Treporti, was commenced in 1882. It is to be of the length, to its extreme limit, of 3,450 metres, of which 2,900 have already been constructed.

The building of the south-west breakwater, which starts from the port of Lido, began in the month of March, 1889. It is to be of the length of 2,850 metres, of which 1,450 metres have been completed.

The two breakwaters jut out to sea, forming at their extremity a mouth 900 metres wide.

The construction of the portions under water is of ashlar blocks of Istrian stone and "pietra Euganea," or stone from the hills in the province of Padua, while the upper parts are composed of large artificial blocks of pounded stone, lime, and "pozzuolana," framed on the spot.

About 1,500 metres distant from the seashore there is a bar running parallel to it. Owing to the construction of the breakwaters a channel was cut by the current through the bar, about 5 metres deep at low tide and of a variable breadth from 100 metres to 250 metres.

Two gas conical buoys have been moored at sea opposite the breakwaters to mark their extreme limits. The buoy marking the north-east mole exhibits a fixed red light of the range of

9 kiloms (5½ miles). The buoy marking the south-west pier exhibits a fixed green light of the range of 7 kiloms. (4⅓ miles). Fort San Nicolo Light has been discontinued, and the white bell buoy, previously marking the extremity of the north-east breakwater, has been withdrawn.

Although the works will not probably be completed before the year 1895, it is confidently expected that next year the Lido Port will be rendered navigable for the largest vessels. Two large Italian merchant steamers and an English steamship have already gone out of the Lido Port at high tide in charge of pilots.

The estimate of the expenditure to be incurred when the works are finished is 6,000,000 fr. (240,000*l.*), but it is expected that a much larger amount will ultimately be laid out by the Italian Government.

This important undertaking is carried on under the immediate direction of the eminent engineers Chevalier Carlo Perosini and Chevalier Cesare Spadon. All the Italian and foreign engineers who have visited the new port have expressed their approval of the high ability and success with which the works have so far been carried out.

Valsugana railway.

The Venetian authorities are extremely anxious that a railway line to Primolano should be constructed, if possible, direct from Mestre, or at least through the line Padua Bassano now in operation, in connection with the line Primolano-Pergine-Trent, which the Austrian Government undertook to construct on their own territory. By the construction of this line Venice will become the nearest sea-port to the Lake of Constance, which is a most important commercial centre for South Germany, Belgium, Holland, and North France. It will be the shortest and cheapest route for the conveyance of goods to and from the lake, the East, and Africa. This line will lessen the distance from Venice to Trent by about 51 kiloms. (31½ miles), if compared with the distance from Venice to Trent, through Verona and Ala, which is 210 kiloms. (130⅜ miles), and there is no doubt will prove a great boon to the port of Venice. That this prediction is not the mere fruit of local delusions is proved by the promptness with which the Austrian Government has agreed to the construction of the portion of the line on the Austrian territory, being convinced of the immense advantage of drawing to Austria the large traffic which is now carried on through Genoa, Milan, and the St. Gothard. If my information is correct, when the line is completed the distance by the Venice route will be about 118 kiloms. (73 miles) shorter than that of Genoa, as may be seen by the following statement:—

Route.	Distance.
	Kilometres.
Venice—Bassano—Pergine—Primolano—Trent ..	159
Trent—Franzenfest	110
Franzenfest—Innsbruck	76
Innsbruck—Bregenz (Lake of Constance)	97
Total	442
Equivalent in miles	274½

Whereas the distance by the Genoa route would be as follows :—

Route.	Distance.
	Kilometres.
Genoa—Milan	145
Milan—Chiasso	52
Chiasso—Zurick	273
Zurick—Bregenz	90
Total	560
Equivalent in miles	347⅞

As I stated above, the distance from Venice to Bregenz is 442 kiloms. If we deduct the distance from Venice to Primolano which is 94·65 kiloms., there remains a total of 347·35 kiloms. (215½ miles) running on Austrian territory ; while from Genoa to the lake the traffic is effected through the Italian and Swiss territories. Austria therefore, as well as Venice, is vitally interested in the speedy construction of this line, and I hope to be able to state in my next report that the necessary works have been commenced.

Maritime station.

The works for lengthening the principal quays and the construction of new stores and other general improvements in the maritime station have been continued most satisfactorily during the year. There is now sufficient accommodation for steam ships discharging their cargoes alongside the moles in railway trucks. Two hydraulic steam cranes of a power of 20,000 kilos. (44,092 lbs. avoirdupois) and 12,000 kilos. (26,455 lbs. avoirdupois) respectively, with a cradle for lifting loaded railway waggons from off the rails, were erected in the month of December, 1891, and are now in operation. The quays have been supplied with 12 cranes, running on rails, each of 1,500 kilos. (3,307 lbs. avoirdupois) lifting power, for loading and discharging heavy goods, and in addition there are now some small movable cranes in operation on the quay of the railway station for lifting goods from barges alongside the quay. In conclusion, the maritime station is now supplied with steam hydraulic cranes of great power, sheds, warehouses, railways, running close along-

side the ships, and with every modern appliance necessary for a large shipping trade, and has become a dock of the first order.

Waterworks.

It is a great security for the health of Venice that the water of the River Brenta, which was the source of supply of the town, has been abandoned. Owing to the river bringing down sewage and refuse matter the water was pronounced unfit for drinking purposes. The water now supplied to Venice through the aqueduct is derived from the springs of St. Ambrogio near Treviso, is conveyed to Venice from the mainland in a conduit placed under the lagoon, and is then distributed, to private houses and public wells, through underground pipes. Before the year 1884 Venice was watered partly by the water of the Brenta, conveyed to the city in open barges, and partly by rain-water collected, from the house roofs, in the "pozzi" or Venetian wells, where it was purified and drawn for use.

The difficulty of obtaining drinking water at Venice, since time immemorial, made the Venetians very careful in the construction of their wells. It may not prove uninteresting in England to know how a Venetian well is constructed. It consists of a basin more or less wide, according to the conditions of the place, closed all round and at the bottom, by a stratum or bank of clay to prevent the filtration of salt water from the outside. In the inner part of this basin is built a pipe (canna) of baked clay which is placed on a slab of stone (piatto) laid on the clay. The pipe is constructed of circular bricks (pozzali) joined together, with cement of pure clay and sand, to render them permeable, so that the water may pass through them into the pipe from the surrounding basin. The basin is then filled with marine sand to be taken from the dunes, and not with river sand which putrifies easily. The salt sand can be easily purified by frequently putting sweet water into the well and taking it out until all the sand is well washed and purified of its salt ingredients. In the inner part of the basin and all round the pipe are constructed the reservoirs (cassoni) in which rain-water is collected through exterior perforated slab-stones (sigilli). These reservoirs are also made of baked bricks joined together, like those of the pipe, with pure clay and sand to allow the water with which they are filled to percolate. They are covered with large plates of stone, or vaults. One of the greatest difficulties in constructing such a well is the selection of suitable clay. The quality of clay used here is obtained from the neighbouring moors. The clay must be worked in such a manner as to be rendered a soft mass without any heterogeneous substance, and laid on the subsoil with all possible care and skill. Even here, where all the wells are constructed in this way, few workmen are fitted for the work, and only special workmen are constantly employed. From the proper or improper moulding and laying of the clay depend the success or failure of a well.

With regard to the St. Ambrogio water now distributed at Venice, it is most satisfactory to state that it is of a high degree of purity, needs no filtration, is cool in summer, and is entirely

approved by all consumers. The municipality and the engineer, Chevalier Filippo Lavezzari, who represents the owners of the waterworks, deserve the greatest credit for the prompt solution of a question which was of paramount importance to Venice.

Cremation.

The cause of cremation is gaining ground every day. The sanitary reasons for preferring urn-burial are most urgent, especially at Venice, where the soil of the public cemetery consists chiefly of clay, and the ground is stated not to be drained in such an effectual manner as to prevent the filtration of water into the graves. Under the present system of burial after some 10 or 20 years, or with respect to graves in perpetuity after two generations, the remains are dug up in order to be re-buried in the same place, thus giving more room for the interment of fresh bodies; a spectacle which is not pleasing to the surviving relations.

Deceased paupers are piled coffin upon coffin in a grave till it cannot contain any more. If it is true that water percolates into the graves it cannot but produce decomposition, and the emanation of vapours dangerous to the persons who visit the cemetery.

The works for the construction of the crematorium and columbarium in the cemetery were completed about the middle of 1891, and the first cremation took place in the month of November of that year. Since that time 11 other bodies have been cremated, and the urns containing the ashes have been placed in the recesses of the columbarium.

The process of incineration is carried on here with great care, and, although cremation is opposed on religious grounds, the performance of funeral rites is in no way impeded.

Greek, Orthodox, and Protestants, without distinction of nationality, are buried in separate grounds in the cemetery.

Sepulture of the Jews.

No trace of a cemetery for Jews at Venice can be found until the year 1386, when they obtained from the Government of the Republic a piece of waste ground, about 350 feet square, on the Lido, near the monastery of San Nicolo. The monks of that order contested their right to the ground; a lawsuit ensued, but finally the parties came to terms in 1389. While this was going on the Jews obtained permission to fence the ground. In 1548 they were allowed to buy and hold land for their cemetery. In 1671 they were deprived of the ground at the Lido, but in 1675 it was restored to them on condition of their paying a tax to the monks of the San Nicolo, and of not building a wall round it, but fencing it with planks. The cemetery is now properly arranged with a house for the keeper, and is surrounded by a wall.

The Jewish community at Venice consist of about 2,700 souls, and they form an active, intelligent, and wealthy section of the population.

Sailors' Home.

As stated in my previous reports a sailors' institute was opened here in 1889, where the seamen find a large number of English papers, reviews, and magazines. There is also a library containing about 4,000 volumes, chiefly the gifts of friends. The work

among the seamen has continued to flourish, owing to the kind and generous help granted to the institute by Lady Layard, Mrs. Browning, Mr. Horatio Brown, and the other British residents, and the activity and devotion displayed by Mr. Hansen, the new missionary, who arrived here and began his work in the month of February, 1891.

During the year some important changes have taken place in the position and working of the institute, which is now directly connected with the Gibraltar Mission to Seamen, and is, consequently, under the immediate control of the Bishop of Gibraltar. The Gibraltar Mission now supports the institute in a liberal way. Two other societies, the British and Foreign Sailors' Society and the St. Andrew's Waterside Church Mission, have also rendered generous assistance.

It is with great satisfaction that I am now able to report that a room containing some beds has been opened at the institute—chiefly through the generosity of the members of the committee and the Reverend G. Hodgson, late English chaplain in this town—to lodge convalescent seamen discharged from the hospital for whom the Consulate had great difficulty in providing accommodation. This will obviate the necessity, on the part of the Consulate, of sending English sailors to boarding houses for seamen of all nations, where the men become demoralised and frequently persuaded to sell their clothing to procure drink, which, subsequently, gets them into trouble.

The institute has proved most beneficial to the sailors arriving here, and is in all respects worthy of support.

Mr. Horatio Brown, the honorary treasurer, has kindly consented to receive and acknowledge any contributions that may be remitted to him, No. 559, Zattere, Venice.

Permanent exhibition fine arts.

A permanent exhibition of modern works of art has been opened in St. Mark's Square under the auspices of Senator Count Papadopoli. The collection consists of oil and water-colour paintings and sculptures by the best Venetian artists. The pictures exhibited are the best specimens of modern Venetian art, and I strongly recommend British tourists to visit the exhibition before leaving Venice.

The exhibition is opened every day and, also, in the evening, and the entrance is 50 c.

Peasantry.

I regret to state that, notwithstanding all the efforts of the authorities, the pellagra, a disease affecting the poorer peasantry, and a full description of which was given in my commercial report for 1878, is still existent in the Venetian and Lombard provinces. It is chiefly due to the miserable condition of the peasantry, and especially of the day labourers, whose wages in winter amount to something less than 1 fr. a day for all the days they work. They feed almost exclusively on polenta, live with their families in miserable, damp, unwholesome huts, are uncertain of being able to gain their livelihood on the morrow, and there is no hope for them of improving their condition. The number of peasants who emigrate annually to foreign countries, rather than starve at home, is greatly increasing. According to

the statistical tables published by the Government the emigrants in 1891 from the Venetian provinces were 134,864, while in 1890 the total number was 67,676. In the province of Rovigo, where the conditions of the peasantry are terribly hard, about 7 per cent. of the inhabitants emigrated in 1891. The American continent receives a large proportion of the emigrants. The peasants in Venetia are hard working, and, until a few years ago, they were most respectful towards their masters, but the modern theories of Socialism are extending, and general strikes, which were previously unknown in these provinces, occurred at harvest time. The burthen of heavy and disproportionate taxation renders the small peasant proprietors less prosperous than a ploughman and his family on a good estate.

The most interesting political event that occurred at Venice during the year under review was the visit of the King and Queen of Italy to Her Majesty's ship "Benbow," which was anchored three miles at sea, off Malamocco Harbour.

General remarks.

The statistical returns from the Chamber of Commerce, from which the tables herewith submitted are compiled, having been published only on December 24, 1892, I hasten to forward this report, fearing it may otherwise reach London too late for publication.

TABLE OF WEIGHTS AND MEASURES.

1 ton (1,000 kilogrammes)	= 2,204 lbs. avoir.
1 kilogramme	2·204 „ „
1 kilometre	0·621 miles
1 metre	1·094 yards
25 Italian lire	1*l.* sterling (at par)
100 centimes	1 Italian lira

Ancona.

Mr. Vice-Consul Tomassini reports as follows:—

Shipping. During the year 457 steamships entered this port with an aggregate tonnage of 402,486 tons and crews numbering 17,935 men. The entries during the year show an increase of 27 vessels over the entries of the previous year but a decrease in tonnage, which in 1890 amounted to an aggregate of 426,503 tons.

The clearances amount to 459 steamships with an aggregate tonnage of 409,791 tons, and crews numbering 18,039 men. These statistics show an increase of 29 steamships cleared, but a decrease of 18,000 tons in comparison with the year 1890.

Of the above the entries with cargoes amounted to 428 and 29 in ballast, 361 ships cleared with cargoes and 98 in ballast. During the previous year 260 steamships cleared with cargoes and 170 in ballast, being an increase of 101 vessels clearing with cargoes, and a decrease of 72 in ballast, during the year 1891.

The entries of sailing ships amounted to 404, almost all under the Italian flag, of which 368 with cargoes. The entries of sailing ships were less than the preceding year, but the number with cargoes was greater. In the year 1890 the number of entries amounted to 435 sailing ships, of which 303 with cargoes; whereas the entries during 1891 show an increase of 65 ships with cargoes, though the number of arrivals was less.

The sailing ships cleared amounted to 425, of which 198 with cargoes and 227 in ballast.

TABLE showing the Statistics of Arrivals of Shipping at the port of Ancona for the Year 1891.

Nationality.	Steam.				Sailing.			
	With Cargoes.	In Ballast.	Tons.	Number of Crews.	With Cargoes.	In Ballast.	Tons.	Number of Crews.
British	103	..	153,628	5,934	2	..	154	11
Italian	211	14	191,057	8,945	349	36	16,119	2,041
Austro-Hungarian	84	15	36,314	2,494	14	..	2,188	87
German	10	..	9,119	229	..	..	..	..
Swedo-Norwegian	13	..	4,380	175	..	..	..	..
Greek	7	..	7,988	158	3	..	1,063	29
Total	428	29	402,486	17,935	368	36	19,524	2,168

In 1891 the imports of bitumen increased, while there was a decrease in the export. In 1890 the importation of this article amounted in round numbers to 86,000 quintals, rising in 1891 to 90,000 quintals, of which 86,087 quintals were introduced from Great Britain, being 2,000 quintals above the ordinary British import. Bitumen.

The export in 1890 amounted to 36,000 quintals, falling to 26,500 quintals in 1891. This decrease is owing principally to the fact that the demand from Austro-Hungary, which reached 8,000 quintals during 1890, diminished to about 1,000 quintals in the year under review. The export to Germany increased by about 5,000 quintals above those of the previous year.

The imports and exports of coffee, pepper, and spice were inferior to those of 1890. The figures for 1890 show imports 31,000 quintals, and exports 20,500 quintals, being much below the average. Colonial produce.

In consequence of the failure of the proprietors of the local sugar refinery, which involved a suspension of operations for over six months, the imports of sugar were 36,000 quintals under the quantity entered in 1890. However operations have again been resumed by the firm of Libaudy Frères, of Paris, the present owners of the refinery. Sugar.

The quantity of raw sugar imported during the year amounted to 220,000 quintals, of which 50,000 quintals were from Austro-Hungary, 136,000 quintals from Russia, and 34,000 quintals from Egypt.

The superiority of Egyptian sugar is recognised, as well as its suitability for introduction into Italy, but the beetroot productions of other countries, being cheaper, are preferred.

From 6,486 quintals imported during 1890, the imports of hides increased to 6,815 quintals in 1891, the exports, however, decreased to 4,753 quintals, against 6,815 quintals exported in 1890. Hides.

Raw hides are imported here from India, South America, and Egypt.

The import of coal from Great Britain decreased during the year, in comparison to the imports of 1890, by 37,000 tons. During the year 1890 the imports of coal amounted to 165,000 tons, whereas in the year 1891 the imports only reached 128,000 tons. Coal.

The decrease in the imports is accounted for by the fact that the South Italian Railway Company, the principal importers of coal, in view of the strikes in England, gave orders for an extra supply during the year 1890, which was stored for future eventualities. The suspension of operations at the sugar refinery may also be taken into consideration, for the reason that their consumption of coal amounts to about 10,000 tons per annum.

The wheat trade, at one time so flourishing, may be said to have completely ceased. In the year 1890 the imports decreased by 50,000 quintals against 123,000 quintals imported in 1889, the exports were, however, stationary. Wheat.

During the year 1891 only 6,000 quintals of wheat were imported, being 67,000 quintals less than in 1890. The exports from 7,000 quintals diminished to 4,000 quintals.

The decline in the imports cannot be said to have been caused by an abundant harvest, which was about one-fifth less than that of 1890, and notwithstanding that wheat at one period of the year reached as high as 28 lire (1*l.* 2*s.*) the quintal; the importation was not considered sufficiently remunerative in consequence of the import duty of 5 lire (4*s.*) per quintal.

Asphaltum.

Asphaltum from the mines of San Valentino, in the Abruzzi, is increasing in export. During the year 8,126 quintals of mastic in cakes and powdered rock were shipped at Ancona for the United States, Germany, and Austria-Hungary at prices varying from 37 lire 50 c. to 40 lire (1*l.* 10*s.* to 1*l.* 12*s.*) per 1,000 kilos. for mastic and 30 lire to 32 lire (1*l.* 3*s.* 6*d.* to 1*l.* 5*s.*) for powdered rock f.o.b.

Failures.

In the course of the year 21 failures were declared for the sum of 784,027 lire 8 c. (30,740*l.*), of these failures 8 were opened on the petition of the debtors, 11 by the creditors, and 2 judicially. The dividends recovered by the creditors showed an average of 25 lire 80 c. per cent., payable within three months after final adjudication.

The previous year 15 failures were reported for the sum of 277,000 lire (10,860*l.*), so that during the year 1891 the number increased by six, with an increased deficit of 507,000 lire (19,880*l.*).

Weights and measures.

Scale of weights and measures: 1 quintal equal to 100 kilos.; 1 kilo. equal to 2·20 lbs.; and 1,015 kilos. equal to 1 English ton of 20 cwts.

Exchange.

During the year exchange rose from an average of 25 lire 10 c. to 26 lire per 1*l.* sterling for bills on London at three months' date.

Premium on gold.

The premium on gold at the end of the year was as high as 4 per cent.

In the foregoing statistics the exchange is calculated at a medium of 25 lire 50 c. per 1*l.* sterling.

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1893.

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ITALY.

REPORT FOR THE YEAR 1892

ON THE

TRADE, FINANCES, &c., OF ROME.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1131.

Issued during the Recess and Presented to both Houses of Parliament by Command of Her Majesty.

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1265.	Vienna	3d.
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1273.	Buda-Pesth	½d.
1274.	New York	3d.
1275.	St. Petersburg	7½d.
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1277.	Tokio	2½d.
1278.	Bilbao	3½d.
1279.	Beyrout	6d.
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1281.	Salvador	1d.
1282.	Malaga	4d.
1283.	Buenos Ayres	8½d.
1284.	Canton	1d.
1285.	Washington	4½d.
1286.	Warsaw	½d.
1287.	Pekin	½d.
1288.	Amsterdam	1d.
1289.	Manila	2½d.
1290.	Bahia	1d.
1291.	Munich	1d.
1292.	Trieste	1½d.
1293.	Tunis	4d.
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No. 1298.

Reference to previous Report, Annual Series No. 1131.

ITALY.

ROME.

Consul Franz to the Earl of Rosebery.

My Lord, *Rome, August* 31, 1893.

I HAVE the honour to transmit to your Lordship a Commercial Report embodying the Returns of Trade, &c., for the year 1892, and containing information on various subjects connected with my District up to present date.

I have, &c.

(Signed) ALEX. ROESLER FRANZ.

Report on the Trade and Commerce of Rome for the Year 1892.

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Introductory Remarks.

The prominent event affecting local interests in Rome to be recorded in this report is the recent collapse of the "Banca Romana," and this matter appeared to me to demand some detailed information which I have tried to convey, though in a very condensed form, so as to enable the reader to form an adequate opinion of the case.

Order of subjects.

This disagreeable subject takes, therefore, the lead in the following pages, and as a corollary to it I append some notes on the paper currency and on locked up capital of the banks of issue. Next follow the customary returns and remarks regarding population, trade, money market, public works and other subjects connected with my district, including the port of Civitavecchia.

The "Banca Romana."

Status of the bank.

The "Banca Romana," a continuation of the old "Banca dello Stato Pontificio," is a joint stock company operating as a bank of issue and discount.

Charter confirmed in 1870.

After Rome was annexed to the Kingdom of Italy in 1870 the Italian Government with a view of advancing local interests centered in this bank, although its position was far from being a sound one, confirmed its existence and endeavoured to give it a new start under a fresh statute.

Increase of capital in 1874.

Its capital at that time amounted to 10,000,000 lire (400,000*l.*), but in 1874 it was raised to 15,000,000 lire (600,000*l.*) entirely paid up, and it has remained so up to the present.

Notes to circulate as legal tender.

The notes of this bank, as well as those of all the other banks of issue, were granted the privilege of circulating as legal tender in the provinces where the banks operate, or in those provinces where they keep officially appointed agents to effect the change of their notes.

Confirmation of privileges.

The charter of the "Banca Romana" would have lapsed in 1881, but by a resolution adopted by the shareholders, and in consequence of the confirmation of its privileges granted to it by Parliament in common with the other banks of issue, it continued in existence up to the present time. The said privileges were to terminate at the end of March, 1893; but they were extended to the end of June, and then to the end of August of the current year, when they will definitely come to an end in so far as regards the "Banca Romana."

Privileges terminate end of August, 1893.

Rules as to issuing of notes.

The amount of notes in circulation payable to bearer was not to exceed for each bank three times the capital paid in, excluding the reserve fund, nor three times the coin and bullion in hand "riserva metallica," gold and silver. That rule was subsequently altered in divers ways.

Extension of limit of circulation in 1883.

In 1883 the banks were authorised to go beyond the said limit of circulation, provided that the excess of notes was covered by a corresponding amount of specie in hand, subject

to the condition that the extra notes in circulation should not amount to more that 40 per cent. of the capital paid in. Then in 1891, when as a matter of fact the note circulation was no longer kept within the legal boundaries, the limit was by Parliament raised to a fixed maximum for each bank. As regards the "Banca Romana" the limit was fixed at 70,019,444 lire (2,800,776*l.*), which represented the average amount of notes kept in circulation during the previous year. It was, however, made compulsory upon the banks to possess a coin and bullion reserve of one-third both for the notes and for their other liabilities payable at sight. To all the banks of issue was also at the time granted the power of deducting, in the returns of the actual amount of notes in circulation, the notes issued in respect of sums advanced to the exchequer and the power of issuing to an unlimited extent notes fully covered by an equivalent sum in species.

Maximum limit of circulation fixed by law, 1891.

Amount of metallic reserve.

Up to 1891 the "Banca Romana" had no provincial branch offices, but it had agents in some provinces for the change of its notes, thus the notes of this bank could circulate as legal tender in 14 provinces. In 1892 the bank established two branch offices, one in Milan and the other in Venice. By these means it was able to enlarge the sphere of circulation of its notes, for which the province of Rome alone had proved to be too restricted an area, and it was thus better able to conceal the fact of having unlawfully issued an exorbitant quantity of notes, particulars whereof are given further on.

Branch offices.

Sphere of circulation.

From the returns which the banks of issue are obliged to send in every 10 days, and which are published in the "Gazzetta Ufficiale," the position of the "Banca Romana" on December 20, 1892, appeared to be this:—

Periodical returns.

Description.	Amount.		
	Currency.		Sterling.
	Lire.	Lire.	£
Capital fully paid in	..	15,000,000	600,000
Reserve fund	..	5,000,000	200,000
Notes in circulation for account of the bank	69,402,069		
Notes covered by extra species in reserve	1,300,169		
Notes, advances to the exchequer	2,000,000		
		72,702,238	2,908,088
Current accounts and other debts payable at sight	..	1,172,038	46,880
Current accounts and other debts at maturity	..	41,977,931	1,679,116
Sundry liabilities	..	4,105,632	164,224

On the credit side appeared the following items:—

Description.	Amount.		
	Currency.		Sterling.
	Lire.	Lire.	£
Metallic reserve, coin and bullion	25,491,538		
Notes of other banks	2,453,385		
		27,944,923	1,117,796
Bills	..	60,753,413	2,430,136
Loans on deposit of securities..	..	1,559,181	62,364
Real property	..	6,146,027	245,840
Securities and public funds ..	..	2,132,827	85,312
Credits	..	27,208,975	1,088,356
Outstanding bills	..	5,378,800	215 152
Sundry credits	..	10,375,079	415,000

The maximum limit of the circulation assigned by Parliament to this bank for its own requirements was 70,019,444 lire (2,800,776*l.*,) as stated above, with a cash reserve of one-third; therefore, apparently according to the official returns its position was "en regle," viz.:—

	Proportion.
Proportion between capital and circulation ..	1 to 4·760
„ „ reserve and circulation ..	1 2·951
„ „ reserve and circulation and other debts at sight ..	1 3

Official inspection beginning of 1893.

Deceptiveness of returns.

Unlawful issue of notes.

However, at the beginning of this year an official inspection of all the banks of issue having been effected very serious irregularities came to light respecting the administration of the "Banca Romana" when the deceptiveness of the returns sent to Government was detected, so much so that while by the provisions of the Bank Act on the day in which the inspection of its cash department took place, that is to say on January 10, 1893, the total circulation of the bank might have amounted to a maximum of 72,546,683 lire (2,901,864*l.*), it was found to amount actually to 137,089,913 lire (5,483,596*l.*), showing an unlawful issue of 64,543,230 lire (2,581,728*l.*).

Revised return.

In consequence of the above facts the official returns of the "Banca Romana" underwent a notable change, and the subsequent return published shortly after the inspection (January 31, 1893) was given thus:—

Description.	Amount.	
	Currency.	Sterling.
	Lire.	£
Capital, reserve fund, unaltered	20,000,000	800,000
Notes in circulation on behalf of the bank, were set down at .. .. (The amount represented by those notes which was protected by a special reserve was naturally cancelled.)	136,846,672	5,473,864
Advances made to the exchequer, a portion of which was refunded, amounted only to (The full amount advanced was subsequently repaid.)	500,000	20,000
The amount of the current accounts and other debts at sight were reduced to ..	356,942	14,276
The amount of the current accounts and other debts at maturity were reduced to..	3,894,597	155,780
Sundry liabilities	3,060,261	122,408

As regards the credit side—

Description.	Amount.		
	Currency.		Sterling.
	Lire.	Lire.	£
The metallic reserve, coin, and bullion which had been found in order was set down much at about the same figure ..	24,797,608		
Cash	753,440		
		25,551,048	1,022,040
Bills, very little altered ..	..	57,003,340	2,280,132
Loans on deposit of securities..	..	1,540,377	61,632
Real property, amount unvaried..	..	6,146,027	245,840
Securities, in order	..	2,730,644	109 200
Credits, amount raised to ..	..	56,713,050	2,268,520
Outstanding bills, nearly same amount	..	6,027,172	241,084
Sundry assets	..	9,372,607	374,904

The excess of circulation of notes beyond the lawful limit had, therefore, risen on January 31, 1893, to 66,827,228 lire (2,673,088*l.*).

	Proportion.
The proportion between capital and circulation stood	1 to 9·156
The proportion between reserve and circulation	1 5·538
The proportion between the reserve and the circulation or other debts payable at sight ..	1 5·552

Disclosures consequent on inspection.

From the report prepared by the Government official who carried out the inspection alluded to above we learn in what manner the administrators of the bank succeeded in keeping for a long time secret the grave circumstance of the illegal and clandestine circulation of its notes and how the fact was discovered.

The said official was able to ascertain that the notes which had been issued and given in charge of the cashier, after deducting the amount of those which had been cancelled and burnt, amounted on the day of inspection (January 10, 1893) to 143,808,563 lire (5,752,340*l.*), while the cash stock amounted to only 6,578,125 lire (263,124*l.*); therefore the difference between those two figures must represent the amount of the notes actually in circulation, and it was far from tallying with the figures given in the bank's official returns.

Fraudulent practices of the managers.

How could the exorbitant excess of circulation escape the notice of the Accounts Department? In order to show an increase of the actual resources of the bank, by which a corresponding amount of circulation could be disguised, the managers had resorted to the expedient of causing fictitious deposits to be entered in the bank's current accounts. They were thus able to counterbalance a number of transactions effected without being compelled to own having met them with an unlawful issue of notes. These fictitious deposits were found by the inspector to amount to 22,100,000 lire (884,000*l.*).

Fictitious accounts.

At the climax of the whole affair, when the Government inspection was hanging over, the managers endeavoured, moreover, to conceal an actual cash deficiency by opening new accounts, some of which were opened without a previous deposit or with a very small one, and even fictitious accounts were opened in the name of persons who had no knowledge of the fact that their name was being made use of.

Cheques in favour of governor and cashier.

In connection with these fraudulent practices the inspector was able to ascertain that from December 28, 1892, up to January 4, 1893, various cheques had been drawn in respect of such accounts amounting to the aggregate sum of 28,596,106 lire (1,143,844*l.*), including a cheque drawn in favour of the governor of the bank for 4,900,228 lire (196,008*l.*) and another for a similar amount in favour of the cashier.

Such cheques did not necessitate any real handing over of notes, because they were given receipted to the clerk at the pay office in lieu of notes supplied to him for the day by the cash department, and the amounts thereof were entered by him as cash payments for that day.

Bills and credits: synopsis of.

Out of the many irregularities discovered by the inspector in the transactions of the "Banca Romana" I shall limit myself to mentioning more especially those which refer to the "Bills" and to the "Credits."

Amount of bills.

On January 10, 1893, the bills amounted to 61,067,315 lire (2,442,692*l.*); but those of a really commercial character made up only a sum of 9,194,218 lire (367,768*l.*), which shows how

limited were the advantages which the bank rendered to the commercial classes in Rome, and explain the almost absolute indifference which the latter evinced at witnessing the collapse of the old Roman banking establishment. The remaining bills represented veritable loans of large sums under the shape of bills, which loans, as the inspector remarks, were very often granted without any security whatever on the part of the acceptor or with indifferent and ephemeral securities. The inspector having grouped in two classes the liabilities of each single acceptor, viz., those who owe to the bank over 50,000 lire (2,000*l.*) and those for smaller sums, found that the average amount owing by each single acceptor of the former class was 441,611 lire (17,664*l.*), and that of the latter class 5,939 lire 30 c. (237*l.*). Amongst the acceptors of the former class there are 14 persons to whom a credit had been granted of over 1,000,000 lire, and whose bills amounted to the total sum of 34,331,627 lire (1,373,264*l.*).

Loans by without proper security.

Classification of liabilities.

As regards the "Credits," which on January 10, 1893, amounted to 53,095,436 lire (2,123,816*l.*), the inspector holds that 40,426,427 lire (1,617,056*l.*) out of them were granted without any special security, although it cannot be said that they actually constitute debts impossible to be realised.

Amount of credits.

They are sums due by persons who had the benefit of over-drawing their current accounts with the bank, in some cases even without having ever lodged at the bank any money to draw upon, a system which had been styled "patriarchal," and had been long prevalent, as far as I know, even to benefit private families unconnected with business; to which system a number of families in Rome owe their fortunes, or the redemption of their burdened estates.

Overdrawn accounts.

There were 34 such overdrawn accounts for sums above 50,000 lire each (2,000*l.*) making up a total sum of 46,197,389 lire (1,847,892*l.*), wherein are included 28,596,106 lire (1,143,844*l.*) represented by fictitious cheques drawn with the object of disguising the cash deficiency as already mentioned.

Amount of ditto.

Having thus briefly recapitulated the ill discovered, I shall relate what remedies have been adopted to counteract its effects.

Remedies adopted.

On January 18, 1893, at the same time that a convention was being signed between the "Banca Nazionale," the "Banca Nazionale Toscana," and the "Banca Toscana di Credito" for their amalgamation so as to constitute one single joint stock bank to be styled "Banca d' Italia," the representatives of the said three banks signed another convention with the delegates of the "Banca Romana," whereby it was agreed that the "Banca d' Italia" would undertake the liquidation of the "Banca Romana" on the basis of its balance sheet of January 10, 1893, verified by the Government inspector, the said "Banca d' Italia" binding itself to pay 450 lire for the surrender of each share of the "Banca Romana," and in general to take up all the assets and discharge all liabilities of the latter. Moreover, the "Banca Nazionale,"

Convention with other banks of issue.

Redemption of shares

in consequence of the good offices of Government, and as soon as the notes of the "Banca Romana" were beginning to fall in discredit as a natural sequel to the discovery of the above facts, began to withdraw the Roman notes and stopped circulating those which were being paid in through its counters. The notes thus withdrawn by the "Banca Nazionale" soon amounted to 75,000,000 lire (3,000,000*l.*). On the other hand the Government declared themselves morally if not lawfully bound to safeguard the bearers of the notes of the "Banca Romana," and the panic which would probably have extended itself to the circulation of all the other banks of issue was with great ability promptly stifled. The Government further brought in a Bill whose object was the re-organisation of the various banks of issue on the principle of amalgamating the three existing joint stock banks, as well as the winding up of the "Banca Romana" and the final withdrawal of its notes.

Withdrawal of Roman notes.

Bill for the reorganisation of banks.

Convention with other banks not approved of.

The Committee of the Chamber of Deputies by whom the scheme was examined, pointed out, however, that should the convention agreed upon between the representatives of the banks for the liquidation of the "Banca Romana" be sanctioned, the managers of that bank and the other parties connected with its administration would be implicitly released from the legal responsibility in which they had incurred. It was also remarked that the shareholders would not trouble themselves to vindicate before the Courts the responsibility of the said administrators, and that they would most likely content themselves with the 450 lire offered for each share, rather than face the uncertainties of the judgments of the Courts.

The bank placed in liquidation.

Such proposals were consequently negatived, and it was finally arranged to simply declare the "Banca Romana" in liquidation; that the liquidation should be undertaken by the State which would delegate the new "Banca d' Italia" for that purpose, subject to all other measures and provisions connected with the complete withdrawal of the notes, and to the terms made to the "Banca d' Italia" wherewith to meet the losses deriving from the liquidation.

Position of shareholders.

It follows that the shareholders of the "Banca Romana" can only eventually expect to receive an apportionment of the available assets of the liquidation, taking into account what may be recoverable out of the private fortunes of the responsible administrators, and the yearly instalment which the "Banca d' Italia" is to pay in to the credit of the liquidation as explained hereafter.

Shareholders not liable for losses.

No responsibility derives, however, to the shareholders from the ownership of the bank's shares, which, although in some cases they may have been registered in the name of single shareholders, involve no further liability, being paid up shares of a limited liability company.

Clauses in new Bank Act respecting "Banca Romana."

By the Act quite lately approved by both houses and just promulgated respecting the reorganisation of the banks of issue the fate of the "Banca Romana" has been definitely decided in the ensuing manner:—

Art. 25. "The 'Banca Romana' is placed in liquidation, the liquidation to be undertaken by the State beginning from the date of the publication of the present Act (August 10, 1893). Liquidation to date from publication of the Bank Act.

"The State will delegate the 'Banca d' Italia' to the effect of carrying out the liquidation with the conditions set down in the following articles. "Banca d' Italia" to effect liquidation.

Art. 26. "The notes of the 'Banca Romana' shall be withdrawn from circulation by the 'Banca d' Italia' which shall give in exchange for them notes of the 'Banca Nazionale nel Regno,' the maximum limit of 800,000,000 lire (32,000,000*l.*) assigned to the circulation of that bank by Article 2 remaining, however, unaltered." Notes to be withdrawn from circulation.

"The Government will deposit with the 'Banca d' Italia' Treasury Bonds, bearing no interest, amounting to 40,000,000 lire (1,600,000*l.*) as an additional security for the unauthorised circulation of the 'Banca Romana.' Treasury bonds given as additional security.

Art. 27. "The notes of the 'Banca Romana' which will not have been presented for change up to the end of 1898 shall be forfeited, and their amount will be devolved to the assets of the liquidation. Forfeiture of notes not presented.

"Its coin and bullion (riserva metallica) will be valued according to the current premium on gold in Rome on the day in which the present law will be promulgated. Valuation of coin and bullion.

"Exemption is granted from the tax on circulation in respect of notes unlawfully issued by the "Banca Romana," which will have remained in circulation since January 10, 1893, up to the date of the foundation of the 'Banca d' Italia.' Exemption of tax on circulation.

Art. 28. "The liquidation shall be carried out under the control of a Government Commissioner. Government Commissioner to watch liquidation.

"The shareholders of the 'Banca Romana' have the power of appointing a representative in order to watch over the liquidation in the interest of the creditors and of the shareholders. Also representative of shareholders.

Art. 29. "The 'Banca d' Italia' shall pay every year 2,000,000 lire (80,000*l.*) to the account of the liquidation of the 'Banca Romana' wherewith to cover the losses resulting therefrom. Contribution to meet losses.

"Should the total sum thus raised not be needed to cover the losses connected with the liquidation of the 'Banca Romana,' the surplus will be added to the reserve fund of the 'Banca d' Italia.'

"The advances which the 'Banca d' Italia' is to make in respect of the liquidation of the 'Banca Romana' will bear interest equal to half the current bank rate. Interest on sums advanced.

Art. 30. "The 'Banca d' Italia' will institute proceedings at its own expense, in respect of the responsibility of the officials and administrators of the 'Banca Romana,' as well as against any third parties who may be considered responsible for the losses sustained by the bank, and it shall be bound to take such action whenever the crown advocate shall deem it expedient to do so. Legal proceedings to be entered upon against responsible parties.

"Banca Nazionale" to act in lieu of "Banca d' Italia." Duration of the Act.

Art. 31. "During the period from the publication of the present Act to the day in which it shall come into operation, the 'Banca Nazionale' shall act in lieu of the 'Banca d' Italia' respecting the liquidation of the 'Banca Romana.'"

It should be noted with respect to the enactment embodied in Art. 29 regarding the losses deriving from the liquidation that the provisions of the Act are to remain in operation for 20 years; therefore the instalments of 2,000,000 lire a year, which will have to be paid in for the whole of that period, make up a total of 40,000,000 lire (1,600,000*l.*).

Total amount of contribution to be taken from general profits.

These instalments which are intended to make good the losses sustained by the "Banca Romana," chiefly representing money which it had unlawfully paid out to benefit its local clients, shall be taken from the general profits of the "Banca d' Italia" throughout Italy, irrespective of the place where such profits may have been realised.

Prosecution of responsible parties. Nature of charges.

In consequence of the transactions recorded above the governor of the bank and the chief cashier were arrested, and they have to answer the charges of "frauds and forgery, embezzlement and misappropriation in their capacity of public officials of the sum of 28,596,106 lire (1,143,844*l.*) of which by reason of their office they were in custody, as well as of forgery of bank-notes and bribery of public officers."

Other parties on the managing board will likewise be called to answer the charge of "frauds and forgery or connivance in the frauds and forgeries committed." Minor charges are imputed to officials whose duty it was to watch over the transactions of the bank, and to one of the bank's agents and to three clerks.

Notes on Paper Currency in Province of Rome.

It will not be out of place for me to state here briefly what will be the position of the holders of bank notes within the province of Rome when the new Bank Act will have come into operation, as I construe its provisions.

"Banca Romana" notes no longer legal tender.

The notes of the "Banca Romana" will, from September 1 next, no longer enjoy the privilege of circulating as legal tender; but the holders need not be in any apprehension as to their real value, because the "Banca Nazionale" and later on the "Banca d' Italia" are obliged to change them up to the end of 1898, after which date, as already stated, their validity will cease. Practically the notes of the "Banca Romana" are already at the present time to a great extent suppressed, there being a sum of over 105,000,000 of such notes stored up between the Treasury and the "Banca Nazionale."

Notes of "Banca d' Italia," "Banco di Napoli," and "Banco di Sicilia" to be legal

For a period of five years from the day on which the new Act shall come into operation, not later than January 1, 1894, the new notes of the "Banca d' Italia," as well as the notes issued by the "Banco di Napoli" and "Banco di Sicilia," will have to be received as legal tender, all the said banks having a seat or branch office in Rome where their notes can be changed.

The notes of the "Banca Nazionale" and "Banca Nazionale Toscana" at present in circulation will continue to circulate temporarily as legal tender, in as much as the "Banca d' Italia," that is to supersede these banks, will be responsible for the amount they represent.

tender for 5 years. "Banca Nazionale" and "Banca Nazionale Toscana" notes.

The issue of the last-named notes will have to be put a stop to at the termination of two years from the publication of the Act, August 10, 1895, at which date it will become compulsory on the "Banca d' Italia" to substitute them by its own notes. At the same date it will also become compulsory upon the "Banco di Napoli" and the "Banco di Sicilia" to stop paying out their notes at present in circulation, and to substitute other notes which will have to be issued according to the provisions set down in the new Act.

Final withdrawal of notes

All the notes at present in circulation of the various banks of issue will, indistinctly, cease to circulate on December 31, 1897, and those which shall not have been presented to be changed up to December 31, 1902, will be forfeited.

The notes of the "Banca d' Italia" and the new notes of the "Banco di Napoli" and "Banco di Sicilia" shall be prepared jointly by the Government and by the issuing banks in such a manner that neither the Government nor the bank can separately manufacture a single note.

New notes, how to be manufactured.

As regards payment of the notes by the issuing banks, the Act sanctions the principle that the owners thereof have the right of demanding the "change" in species current in the kingdom.

Cashing notes subject to special rules.

Exemption is, however, made for the period during which the notes enjoy the privilege of circulating as legal tender, and the Government will have to lay down special rules for the change of the notes up to the date when the said privilege shall come to an end.

Until we know what rules the Government will adopt respecting the "change" operation, one cannot say whether any benefit will derive from the new Act to the holders of the notes in the way of obtaining species change, even small silver, from the banks of issue which at present supply it in very limited amounts.

Not yet framed.

My reason for not having alluded in the preceding paragraphs to the notes of the "Banca Toscana di Credito," which is also one of the banks of issue to be amalgamated in the "Banca d' Italia," is that the said notes do not circulate in the province of Rome. Nor have I alluded to the State notes of 5 lire and 10 lire each, in respect whereof no alterations have been introduced. These latter are issued by the Treasury, and constitute a debt of the State, which effects their "change" through the State treasuries.

Reason for not having alluded to the notes of the "Banca Toscana di Credito." New State notes of 5 lire and 10 lire.

To the said notes are to be added the small warrants ("buoni di cassa") of 1 lira each, a kind of silver certificates which are going to be issued temporarily, and represent fractional silver coin deposited in the State coffers. This

New 1 lira notes.

measure was adopted owing to the deficiency of small coins in circulation, which speculators are in the custom of sending to France and Switzerland, where they are received at par, and thus make a profit on the "agio" or premium. The said warrants will also be legal tender.

Capital Engaged in Lands and House Property.

Reason given for treating this subject.

As the loans represented by bills or otherwise, guaranteed by real property, which burden the position of the banks of issue constitute a matter in close relationship with the building undertakings and with the general state of business in Rome, I have deemed it advisable to embody in the present report some information bearing upon that subject, derived from the official reports on the inspection of the banks of issue alluded to in the preceding pages. The information given herein will partly answer the often-recurring question as to what may be the amount of locked-up capital barring the action of the banks of issue in Italy.

Bills held by "Banca Nazionale."

"Banca Nazionale": It is stated in the said reports that an accurate sifting of the "bills" held by this bank, effected with the object of ascertaining what amount of capital had been laid out by the said bank on bills not likely to be paid at maturity, but which were protected by mortgages giving them the character of loans on the security of real property, led to the ensuing results:—

Description.	Amounts.	
	Currency.	Sterling.
	Lire.	£
The Banca Tiberina owe bills for	45,001,378	1,800,052
Società Esquilino „ „	5,553,746	222,148
Compagnia Fondiaria „ „	18,598,783	743,948
Firms connected with ditto owe bills for	8,675,757	347,028
Building Company in Naples „ „	15,759,000	630,360
Banca Popolare of Turin „ „	1,784,312	71,372
Società di Credito Meridionale „ „	1,899,000	75,960
Banca Agricola Industriale of Basilicata owe bills for	7,281,300	291,252
Diana firm owe bills for	3,467,833	138,712
Other firms or persons owe bills for ..	1,500,000	60,000
Total	109,521,109	4,380,832
To this latter figure should be added the value of bank premises (the new offices in Rome cost 240,876*l.*, not including the ground)	12,197,106	487,884
Investments in real property (portion only in Rome)	1,279,635	51,184
Mortgage loans (not in Rome)	19,643,239	785,728
Grand total	142,641,089	5,705,638

As regards the first three items, which are more directly connected with my district, the following remarks are made :—

Remarks as to acceptances of "Banca Tiberina."

"Banca Tiberina": With the object of effecting the salvage of this company, which was sinking under the weight of its building speculations both in Rome and in Naples, the "Banca Nazionale" in 1889 granted to it a subvention of 30,000,000 lire (1,200,000*l.*); other subventions followed, making up a total figure of 54,000,000 lire (2,160,000*l.*). An agreement was entered upon between the two banks, in force of which the "Banca Nazionale" might gradually recover the money it had lent. That agreement governs the intercourse at present existing between the two banks.

Security for ditto.

As security for its indebtedness the "Banca Tiberina" granted mortgages on its lands and buildings, or on credits of a mortgage character, and assigned other assets. All these were at first valued at over 80,000,000 lire (3,200,000*l.*), but a subsequent valuation reduced the value of the security to a minimum of 50,100,000 lire (2,004,000*l.*), as against a liability on account of capital amounting on January 10, 1893, to 50,943,275 lire (2,037,728*l.*), made up by the amount of bills recorded above plus a balance due on the current account.

Extent of guarantee.

The inspector remarks that "considering that to the real property pledged as security for such liabilities was attributed a minimum value it may be inferred that the 'Banca Nazionale' is very nearly guaranteed to the full extent of its advances, and that it will have to look to the eventuality that such property may realise a higher value in order to recover any portion of the additional sum accruing on the interest account."

Interest account.

This latter account amounted, up to January 10, 1893, to the large sum of 8,000,000 lire (320,000*l.*). It should, however, be noted that the "Banca Nazionale" does not include such item in the profit and loss account.

Remarks as to acceptances of "Esquilino Company."

"Esquilino Company": This company derives its name from the vast tract of ground built upon by them in Rome on the Esquiline hill, in the neighbourhood of the central railway station and the church of Santa Maria Maggiore. The company has also constructed large buildings in Naples, amongst which the "Galleria Umberto." It is now in liquidation on behalf of a syndicate of creditors who represent the bulk of its liabilities, amounting to 35,000,000 lire (1,400,000*l.*). The estate of the company, after deducting all debts owing by them on account of mortgages, &c., was in 1890 estimated thus :—

Value of estate.

Description.	Amount.	
	Currency.	Sterling.
	Lire.	£
Real property in Rome	11,884,000	475,360
„ „ Naples	4,069,000	162,760
Lands and other assets	2,347,000	93,880

Security of liabilities.

This estimate represents 43·41 per cent. of the amount due to the syndicate. The "Banca Nazionale" is part of it, and has a claim of 12,181,416 lire (487,256*l.*); at the said rate of percentage the security for this claim would amount to 5,287,000 lire (211,480*l.*). The debt being, however, considered a bad one, the bank is gradually expunging it from the assets. 7,000,000 lire have already been appropriated to that special purpose out of the yearly profits of the bank.

Debt being a bad one the bank is expunging it off.

Remarks as to acceptances of "Compagnia Fondiaria."

"Compagnia Fondiaria Italiana" and other parties jointly liable: This is another company which devoted itself to land and building speculations in Rome. Having run short of capital the company was very materially assisted by the "Banca Nazionale," so as to prevent its collapsing, to the detriment of house property and public credit. The amount lent by the "Banca Nazionale" is 27,741,811 lire (1,109,672*l.*).

Total amount of loans granted.

Value of assets pledged as security.

The value of the assets of the company pledged as security for this debt, consisting chiefly in buildings and mortgages, was, according to a recent valuation, set down at 27,000,000 lire (1,080,000*l.*). They had previously been valued at 34,000,000 lire (1,360,000*l.*). According to that estimate the debt towards the "Banca Nazionale" on account of capital is, as in the case of the "Banca Tiberina" mentioned above, guaranteed almost up to its full extent.

Extent of guarantee.

Interest account not included in profits.

The interest account in respect of over-due interest on the said loans, which amounts already to over 4,000,000 lire (160,000*l.*), is not so guaranteed. The "Banca Nazionale" does not reckon even this item amongst the profits of the bank.

Probable total loss on real property.

With regard to the probable losses which the "Banca Nazionale" may have to sustain in recovering the sums lent on real property, both in Rome as in other towns, their amount is calculated to range close to 8,000,000 lire (320,000*l.*) on account of capital, without taking into consideration the sums due for interest.

Position of "Banca Romana" in regard to capital locked up.

"Banca Romana": The position of the "Banca Romana" with respect to capital engaged in real property in Rome has been indicated in the general outline given of events of that bank.

Ditto of "Banco di Napoli" and of other banks.

"Banco di Napoli": It does not appear that the capital of any other of the banks of issue is to any great extent so locked up in the province of Rome. This bank, which has not dealt much in transactions of the above description, appears to have only 27,747,151 lire so engaged throughout all the provinces wherein it operates. The loans granted by it were chiefly given to help agricultural undertakings, and are guaranteed either by mortgages of real property or by pledges of crops.

Table showing total amount for all banks of issue.

The following tabular statement shows the total amount of locked-up capital for all the banks of issue throughout the kingdom in January, 1893, and it demonstrates what I said in the beginning that the burden derives chiefly from the operations entered upon by them in connection with building undertakings in Rome.

TABLE showing the Total Amount of Locked-up Capital for all Banks of Issue in January, 1893.

Banks.	Bills Guaranteed by Mortgages.	Real Property.	Mortgages.	Other Items.	Total.
	£	£	£	£	£
Banca Nazionale nel Regno ...	4,380,844	539,068	785,728	...	5,705,640
Banco di Napoli	...	115,868	738,144	255,868	1,109,880
Banca Nazionale Toscana ...	...	430	30,160	237,640	268,230
Banca Toscana di Credito ...	...	...	15,026	38,966	53,992
Banca Romana*	...	245,840	483,160	...	729,000
Banco di Sicilia	57,968	612	...	64,900	123,480
Total	4,438,812	901,818	2,052,218	597,374	7,990,222

* The figures regarding the Banca Romana will be considerably increased in consequence of recent action taken for the recovery of loans and other debts, and of seizures or expropriations to be effected on land and house property belonging to parties responsible for mismanagement.

Realisation to be effected within 10 years.

The bulk of this property or credits should, in force of Art. 13 of the new law, be realised within a period of 10 years, by reason of one-fifth every 2 years; failing which, and as far as the "Banca d' Italia" is concerned, fresh capital should be called in from the shareholders to make up the amount not so realised at any period of two years, subject, in case of non-compliance, to a curtailment of the note circulation equal to four times the sum not realised. This penalty applies likewise to the "Banco di Napoli" and "Banco di Sicilia." It will be compulsory upon the two latter banks to devote the whole of their annual profits towards the above object. They have no share capital to allow a dividend upon.

Penalties in case of non compliance.

Operations of a "crédit foncier" character kept distinct.

The operations of a "crédit foncier" character which are carried on by some of the banks of issue must not be confused with the class of business alluded to above, as these constitute special branches, having a particular capital for that purpose, and they are of a special character quite distinct from the ordinary transactions of the banks in question.

Provisions in new bank Act facilitating transfer of real property.

In the new Bank Act upon the reorganisation of the banks of issue there are certain provisions by which Rome can particularly benefit, as they may be conducive to a rise in the value of real property, which, owing to the scarcity of capital seeking investment, and ot the numerous compulsory sales, has reached a very low depth of depression.

One of these provisions is contained in Art. 19 of the Act, and is of the following tenor:—

Abatement of registration tax.

"During 4 years from the date in which the present Act shall come into operation, the registration tax for deeds of sale, purchase of real property or transfer of credits effected in connection with the realisation prescribed by Art. 13 shall be reduced to one-fourth. The banks of issue may employ for the purpose of realising the whole or a portion of their locked-up capital, a company already established, or one to be established, with a capital of not less than 40,000,000 lire (1,600,000*l.*).

Formation of new company contemplated.

Facilities offered to new company.

"In that case, Government will have the power to grant,

during 4 years from the date when the present Act shall come into actual operation, an abatement of three-fourths of the registration tax for deeds of transfer of the said property, &c., from the banks to the said company, and during the 10 years a similar abatement on the transfer of the said property, &c., from the company to others. The company will also have the power of issuing bonds to the extent of double their capital in shares."

It is obvious that the object of these facilities is to render easier and speedier for the banks to realise in a direct manner the operations concluded by them on the security of real property, in order that their action may attain greater elasticity, and also to attract fresh capital for investments in real property.

Population.

RETURN of Population for the Years 1891–92.

Year.	Births.			Deaths.
	Male.	Female.	Total.	Total.
	Number.	Number.	Number.	Number.
1891	6,237	6,047	12,284	10,099
1892	6,021	5,745	11,766	9,316

Decrease in births and deaths during 1892.

These figures show that during 1892 there were born 518 children less than in 1891, and that the number of deaths was likewise 783 less.

Increase of population.

The total population of Rome was, at the end of 1892, returned at 440,596 inhabitants, showing an increase of 4,417 over that of December 31, 1891 (436,179).

Municipal returns embracing a period of 20 years.

The municipal office of statistics having recently published certain returns of births and deaths, movement of population, causes of death, &c., covering a period of over 20 years (1871–92), I am on this occasion able to give more exhaustive information upon the subject of population in Rome as derived from the said publication.

MOVEMENT of the Population from the Year 1872 to 1892 inclusive.

Year.	Increase.	Decrease.	Difference.	Population, December 31.*
	Number.	Number.	Number.	Number.
1872	8,859	9,435	− 576	247,632
1873	11,088	8,100	+ 2,988	250,620
1874	14,547	7,667	+ 6,880	257,500
1875	14,726	9,096	+ 5,630	263,130
1876	18,528	9,098	+ 9,430	272,560
1877	17,392	7,738	+ 9,654	282,214
1878	16,036	8,929	+ 7,107	289,321
1879	17,897	8,258	+ 9,639	298,960
1880	16,643	10,134	+ 6,509	305,469
1881	..	..	..	300,467†
1882	12,468	8,477	+ 3,991	300,458
1883	20,405	8,658	+ 11,747	316,205
1884	19,887	11,443	+ 8,444	324,649
1885	29,026	8,639	+ 20,387	345,636
1886	28,558	9,083	+ 19,475	364,511
1887	29,053	10,591	+ 18,462	382,973
1888	28,861	10,790	+ 18,071	401,044
1889	26,020	11,566	+ 14,454	415,498
1890	23,017	15,298	+ 7,719	423,217
1891	25,539	12,577	+ 12,962	436,179
1892	19,735	15,318	+ 4,417	440,596

* Census December 31, 1871, 248,208.
† Census taken December 31, 1881.

The total population of the commune, as returned by the municipal office, is made up by three categories, viz.:— Population, how made up.

RETURN of the Total Population of the Commune on December 31, 1892.*

Category.	Description.	Population.
		Number.
A	Population having a fixed residence	404,158
B	Military garrison..	7,673
C	Fluctuating population	28,765

* On June 30, 1893, the population amounted to 449,739 souls, including 12,773 (military garrison).

The population coming under A is reckoned by adding to the corresponding figure of December 31, 1881 (date of census), the number of births since that date, and that of persons who have declared to have taken up their residence within the commune (immigrants), and by deducting therefrom the number of deaths, and all persons cancelled from the

municipal register of population on account of their having abandoned their residence in the commune (emigrants).

As regards B, military garrison, variations thereof are notified by the military authorities.

With respect to the fluctuating population, C, the municipal office is compelled, in default of direct means for ascertaining the variations which happen in connection therewith, to insert unchanged the figure (28,765) of such portion of the population as it was returned when the last census was taken on December 31, 1881.

DEATH Rate during the Years 1872–92.

Year.	Number of Deaths.	Average Yearly Rate per 1,000 of Mortality of the Resident Population.
1872	9,924	41·8
1873	8,479	32·9
1874	8,693	29·7
1875	9,376	33·9
1876	9,563	31·3
1877	8,476	25·9
1878	8,429	25·4
1879	8,693	25·1
1880	10,588	28·8
1881	8,225	22·5
1882	7,933	23·3
1883	8,510	24·3
1884	8,727	23·7
1885	8,599	21·4
1886	9,297	21·0
1887	10,641	22 8
1888	10,293	21·8
1889	10,394	21·8
1890	9,731	20·5
1891	10,099	20·9
1892	9,316	17·6

NOTE.—Yearly average for the years 1871–92, 9,237 = 24·6 per 1,000 of the resident population.

Death rate, how calculated.

In calculating the death rate it is customary with the municipal office of statistics to discriminate between deaths occurring among the resident population, including the military garrison, and those attributed to the non-resident population. Thus in the figure given above (9,316) for 1892, 7,254 deaths apply to residents and 2,062 to non-residents; that is to say, to persons who were only temporarily living within the precincts of the commune at the time of death.

Very low death rate.

By means of such deductions the very low rate of 17·6 per thousand is arrived at, which speaks very highly for the healthiness of the city since its renovation.

System of preparing returns.

If, instead, the total number of deaths occurred during the year were taken into account, and if that figure were compared

with the total number of inhabitants returned on December 31 of the previous year, without discriminating between residents and non-residents, the death rate for 1892 would rise to 21 per thousand, viz. :—9,316 deaths on 436,179 inhabitants. This is the rule adopted by the Government Department of statistics in preparing their annual returns.

Seems to rest on good ground.

The system adopted by the municipality seems, however, to rest on good grounds considering the special conditions in which Rome is placed as surrounded by a large area which is decidedly unhealthy during a part of the year, and is frequented by a vagrant population of peasants all the year round, from both which facts derives a constant influx of sick people to town, thus contributing largely to increase the actual number of deaths occurring therein.

In 1892, for instance, the deaths deducted as applying to non-residents were made up by the following cases :—

Description.	Number of Deaths.
Persons living in Rome, but not actually resident	546
From the country	107
Died in hospitals, non-residents	1,262
In other establishments, non-residents	113
Homeless, non-residents	34

Decrease of mortality during summer.

It is noticeable that contrary to prevailing erroneous ideas, the rate of mortality descends to the lowest ebb in the summer months, and that from May to October the total number of deaths is, generally speaking, one-third less than that of the other months.

I find annexed to the returns of the Rome municipal office for 1892, the following table meant to establish a comparison between the birth and death rates in Rome during that year, and those of other large continental towns :—

Towns.	Population.	Births.	Deaths.	Average per 1,000.	
				Births.	Deaths.
Rome	411,831*	11,310	7,254	27·5	17·6
Turin	329,724	7,811	7,604	23·7	23·1
Genoa	197,403	5,553	5,420	28·1	27·5
Paris	2,424,705	60,412	53,791	24·9	22·2
Marseilles	406,919	11,512	11,567	28·3	28·4
Vienna	1,406,933	45,853	34,114	32·6	24·2
Buda-Pesth	526,263	18,300	14,618	34·8	27·7
Berlin	1,662,237	47,741	32,234	28·7	19·4
Hamburg	637,686	22,834	25,334	35·8	39·7
Munich	366,000	13,262	9,644	36·2	26·3
Dresden	286,200	9,449	6,178	33·0	21·6
Frankfort-on-Main	188,050	5,127	3,719	27·3	19·8
Amsterdam	406,302	14,412	8,517	35·5	21·0
Copenhagen	326,000	10,172	6,564	31·2	20·1
Warsaw	490,417	21,097	13,773	43·0	28·1

* Resident population.

Average number of births.

As regards the way of calculating the average number of births per thousand appearing in the preceding table, the system adopted by the municipal office is that of deducting the number of children born of non-resident parents from the total number of births occurred; the average is then arrived at on the same principle as that applied to the total population in respect of deaths.

Causes of death.

In the said municipal return there is a detailed statement of the causes of death during 1892, divided in 18 classes and 169 sub-heads; but I limit myself to giving the total and percentage per class, and only of such classes as show the highest figures.

TABLE showing the Causes of Death during the Year 1892.

Description.	Males.	Females.	Total.	Deaths.	Remarks.
				Per cent.	
Phetal and congenital diseases	246	236	482	5·17	423 cases under one month
Infectious, miasmatic and contagious diseases	474	411	885	9·50	Of which 114 typhoid cases; 142 diphtheria; 179 grip or influenza; 139 malaria
Constitutional	208	236	444	4·77	Of which 137 cases of tuberculosis
Diseases of the nervous system	847	680	1,527	16·39	
Diseases of the respiratory organs ...	1,651	1,315	2,966	31·84	
Diseases of the circulatory system ...	420	411	831	8·92	
Digestive organs ...	637	628	1,265	13·58	
Various	490	426	916	9·83	

It may be of interest to subjoin a return of cases of deaths in Rome of British subjects during the years 1890–91–92 divided by sex and showing the age for each case.

1890.

Month.	Sex.	Age.	Remarks.
January	Male	42	
January	Male	87	
March	Female	72	
March	Female	65	
March	Female	48	
March	Female	64	
April	Male	79	Maltese
April	Male	72	
May	Female	68	
May	Female	8	Indian
July	Female	28	
November..	Female	70	
Total..	12	..	4 males and 8 females

1891.

Month.	Sex.	Age.	Remarks.
January	Female	59	
February	Female	36	
February	Male	74	Maltese
March	Male	64	
March	Female	70	
March	Male	80	
March	Male	51	
March	Male	74	
April	Male	59	
July	Female	72	
August	Female	60	
November..	Male	60	Maltese
November..	Female	76	
Total	13	..	7 males and 6 females

1892.

Month.	Sex.	Age.	Remarks.
February	Female	90	
March	Male	80	
April	Male	22	Student
May	Male	65	
May	Female	38	
July	Female	40	
October	Male	33	
November..	Female	74	
December	Male	82	
December	Female	69	
December	Female	56	
Total	11	..	5 males and 6 females

In connection with the preceding table I may point out that the returns of the census of British subjects in Rome, taken on April 5, 1891, on the occasion of the general census throughout the British Empire and abroad, showed a total of:— Census of British subjects.

Description.	Number of Souls.
Males	770
Females	930
Total	1,700

The average number of British subjects visiting Rome every year has never been statistically ascertained.

RETURN of Principal Articles of Importation connected with British Trade Cleared at the Rome Custom-house in 1891, as compared with 1890. (Values not given.)

Articles.		Quantities.			
				From Great Britain.	
		1891.	1890.	1891.	Compared with 1890.
Sweetened spirit	Gallons	4,688	7,320	766	+ 166
Fixed oils	Cwts.	87	697	45	− 280
Mineral oil, oil of resin and tar	,,	21,202	17,201	124	+ 61
Coffee	,,	8,339	8,164	8,379	+ 512
Sugar	,,	223	236	122	− 114
Sweets and preserves with sugar and honey	,,	119	179	52	+ 11
Biscuits	,,	42	58	13	− 7
Cocoa	,,	367	404	312	− 81
Pepper and peppermint	,,	754	955	672	− 263
Tea	,,	65	52	29	− 6
Tobacco	,,	5,524	2,586	18	− 30
Raw potash and caustic soda	,,	35	...	35	+ 35
Chemicals, not named	,,	151	239	5	− 18
Varnishes	,,	50	37	29	+ 11
Ink of all kinds	,,	143	146	13	− 1
Jute, tissues	,,	57	98	9	− 19
Linen and hemp tissues—					
Raw and plain	,,	29	127	11	− 71
Bleached and plain	,,	154	158	59	+ 16
Coloured or dyed plain	,,	71	63	21	− 4
Cotton tissues—					
Plain bleached	,,	832	843	707	+ 33
Coloured or dyed	,,	850	1,138	656	− 171
Printed	,,	1,610	2,014	1,170	− 231
Patterned and damasked	,,	151	347	71	− 155
Oilcloth	,,	53	131	17	− 54
Mixed	,,	391	434	210	− 58
Woollen tissues, plain, bleached, and combed	,,	3,548	3,802	1,187	− 189
Felts of more than three millimetres in thickness	,,	26	12	24	+ 22
Covers and carpets	,,	614	607	167	− 61
Wooden rods for frames	,,	118	61	7	+ 4
Straw hats	Number	1,387	6,454	1,145	− 652
Paper—					
White or coloured	Cwts.	463	542	51	− 36
Painted, gilt to wall or coloured	,,	1,254	922	48	− 16
Books and music	,,	851	1,260	35	− 21
Kid gloves	,,	84	80	20	− 38
Iron and steel scraps and filings	,,	17,521	181,148	...	− 115,973
Pig-iron for melting	,,	11,448	1,027	4,938	+ 3,911
Cast-iron articles	,,	342	961	44	− 45
Iron and steel	,,	262	1,171	...	− 55
,, ,, in pipes	,,	1,307	1,966	509	− 766
,, ,, manufactured	,,	3,302	3,846	960	+ 427
Sheet iron, tinned or covered with copper or oxidised	,,	229	38	107	+ 107
Dynamo electric machines	,,	406	964	...	− 179
Machines, not named	,,	316	607	...	− 7
Detached parts of machines	,,	227	599	4	− 261
Coal, natural or carbonised (coke)	,,	46,920	23,300	2,600	+ 2,600
Crockery	,,	1,037	635	152	+ 84
Porcelain	,,	729	690	27	− 24
Panes of glass and crystal, unpolished	,,	349	3,275	...	− 3,023
Panes of glass and crystal, polished	,,	369	1,273	257	− 488
Glass and crystal wares	,,	4,719	5,603	85	− 147
Fruit and vegetables in vinegar, salt, or oil	,,	175	128	40	+ 30
Fish preserved in oil, not including tunny	,,	73	5	66	+ 63
Cheese	,,	350	920	7	− 42
Candles of paraffin	,,	59	151	54	− 95
Yellow wax, raw	,,	82	221	...	− 221
Common hosiery	,,	940	1,613	95	− 28
Fine hosiery	,,	337	420	25	− 10
Hats of all kinds, not including straw ones	,,	45	...	37	+ 37

The return of imports of foreign goods during 1891 shows a notable falling-off for most of the articles as compared with the importation of the previous year. Falling-off in the imports.

The returns for 1892 not being yet published, I am not in a position to state whether for that year there was a revival of foreign trade or not. At all events these returns do not show the actual advance or decline of consumption of the articles therein named, because not all foreign goods intended for the Rome market are cleared at the local custom-house, and as regards certain articles national production is supplanting foreign importation. Returns for 1892 not yet out. Do not show actual advance or decline.

A positive index of the general economic conditions of the city is given by the following table showing the consumption of eatables, drinks, and some other articles subject to octroi. It shows that during the last 3 years there was no considerable decline in the aggregate quantities of eatables, drinks, &c., imported, but on the whole there is reason to conclude that the consumption was in 1891 somewhat inferior to that of the previous year, and that in 1892, excepting wine, it scarcely kept the same level as in 1891. Octroi proper index of the economic conditions of Rome. No considerable decline of eatables, drinks, &c.

TABLE showing the Consumption of Eatables, Drinks, &c., subject to Octroi Duty during the Year 1892.

Description.		Quantities.				
		1891.	Compared with 1890.	1892.	Compared with 1891.	
Wine and vinegar in casks, &c.	Gallons ...	13,711,236	− 262,988	14,570,534	+ 859,298	
,, ,, bottles ...	Number ...	137,645	+ 1,404	142,933	+ 5,288	
Oxen and veal	Cwts. ...	268,634	− 21,114	259,726	− 9,958	
Cows and bullocks	,, ...	86,104	− 6,868	94,862	+ 8,758	
Calves	,, ...	14,993	+ 1,528	14,884	− 109	
Kids and muttons	,, ...	3,472	− 322	3,390	− 82	
Sheep and goats	Head ...	7,198	+ 1,458	4,727	− 2,471	
Lambs	Cwts. ...	3,018	− 5,372	4,666	+ 1,648	
Butchered meat	,, ...	44,054	− 7,336	52,562	+ 8,508	
Pigs	,, ...	96,494	+ 9,694	72,906	− 23,588	
Fowls, pigeons, &c.	Head ...	55,282	+ 3,085	57,790	+ 2,518	
Poultry, by weight	Cwts. ...	28,736	− 396	27,774	+ 962	
Venison	,, ...	1,608	− 170	1,468	− 140	
Corn flour	,, ...	79,264	+ 8,818	58,772	− 20,492	
Flour...	,, ...	932,012	− 47,550	904,538	− 27,474	
Rice	,, ...	44,058	− 1,056	50,954	+ 6,896	
Oranges and lemons	,, ...	33,334	− 10,834	44,364	+ 11,030	
Cheese	,, ...	42,324	− 8,404	46,152	+ 3,828	
Milk and cream	,, ...	114,746	+ 7,962	40,850	− 73,896	
Eggs	,, ...	63,400	+ 84	61,432	− 1,968	
Fresh fish	,, ...	31,740	+ 848	32,776	+ 1,036	
Vegetable and animal oil ...	,, ...	70,536	+ 16,024	78,194	+ 7,658	
Mineral oil	,, ...	44,870	− 1,870	44,722	− 148	
Sugar	,, ...	49,742	− 2,192	48,938	− 804	
Coffee	,, ...	11,262	− 182	11,712	+ 450	
Surrogates for coffee	,, ...	2,340	+ 20	2,108	− 232	
Charcoal	,, ...	1,627,384	+ 546,254	1,091,182	− 536,202	
Lignite	,, ...	7,720	+ 3,810	8,294	+ 574	
Candles	,, ...	3,602	+ 246	5,156	+ 1,554	
Oats, beans, &c.	,, ...	300,074	+ 29,134	278,794	− 21,280	
Hay	,, ...	465,706	− 38,288	421,768	− 43,938	

NOTE.—Vegetables are not subject to octroi duty.

The returns from which the above table was prepared are Returns made

out for solar year.

made out for the solar year; they do not, therefore, extend beyond December 31, 1892; but additional data are at hand wherewith to ascertain the state of affairs in that respect up to the end of June, 1893.

Amount collected up to June, 1893.

Since the Rome octroi duties have been collected on behalf of Government the amount thereof appears in the treasury returns. From these I perceive that for the financial year ended June 30, 1893, they collected 17,719,644 lire (708,784*l.*) as against 17,569,640 lire (702,784*l.*) collected during the year ended June 30, 1892. The advance is only a small one (6,020*l.*), and considering that during the first 6 months of the current year a large number of foreigners and visitors came to Rome either on the occasion of the pilgrimages or to attend the festivities of the silver wedding of the King and Queen of Italy, the increase is fairly attributable to extraordinary circumstances. It is evident, therefore, that the consumption of eatables in Rome does not keep pace with the increase of population. It is not in my power to give an explanation of that fact.

Consumption of eatables not in proportion with increase of population.

Money Market.

TABLE showing the Value of Stocks and of the Principal Shares and Bonds at the Rome Exchange on December 31, 1891–92, and June 30, 1893.

Description.	Capital.	Paid in.	December 31, 1891.	December 31, 1892.	June 30, 1893.
	Lire.	Lire.	Lire c.	Lire c.	Lire c.
STOCKS.					
Italian 5 per cent. rente	100	100	94 25	96 35	97 10
,, 3 ,, ...	100	100	56 00	59 00	60 30
Treasury certificates, 1860–64 ...	100	100	100 50	102 00	102 75
5 per cent. church property bonds	100	100	92 00	93 30	92 00
MUNICIPAL AND MORTGAGE BONDS.					
Rome 5 per cent.	500	500	445 00	...	...
,, 4 ,, ...	500	500	420 00	430 00	440 00
Banco S. Spirito 5 per cent. ...	500	500	453 00	460 00	400 00
Banca Nazionale 4 per cent. net	500	500	479 00	493 00	485 00
,, 4½ ,, ,,	500	500	484 50	495 00	490 00
Società Immobiliare 5 per cent. net...	500	500	400 00	390 00	355 00
Società Immobiliare 4 per cent. net...	250	250	170 00	170 00	160 00
SHARES.					
Mediterranean Railways... ...	500	500	490 00	537 00	534 00
Adriatic Railways...	500	500	645 00	655 00	686 00
Banca Nazionale	1,000	750	1,340 00	1,245 00	1,290 00
,, Romana	1,000	1,000	1,038 00	960 00	...
,, Generale	300	300	285 00	330 00	315 00
Banco di Roma	500	450	305 00	370 00	300 00
Banca Industriale e Commerciale	500	500	750 00	410 00	125 00
Credito Mobiliare Italiano ...	500	400	385 00	490 00	460 00
Società Immobiliare	500	500	210 00	110 00	60 00
Navigazione Generale Italiana ...	500	500	319 00	324 00	324 00
Acqua Marcia Company	500	500	1,053 00	1,110 00	1,105 00
Gas and Illumination Company	500	500	690 00	800 00	760 00
Condotte (Water Company) ...	500	500	220 00	320 00	260 00
Tramway, Omnibus	125	125	115 00	180 00	222 00
SUNDRY BONDS.					
Italian Railways (Government) 3 per cent.	500	500	290 00	294 00	305 00
Tirreno Railways 5 per cent. ...	500	500	450 00	464 00	461 00
Acqua Marcia 5 per cent... ...	500	500	500 00	500 00	512 00
Southern Railways Company 3 per cent.	500	500	...	...	313 00

NOTE.—Amounts not called in should be deducted from the above figures.

DIVIDENDS (including Interest) Paid by the following Companies.

Description.	Amount. 1891.	1892.
	Lire c.	Lire c.
Mediterranean Railways	26 00	27 50
Adriatic Railways	36 00	36 00
Banca Nazionale	53 00	43 00
Banca Generale	7 35	17 65
Banco di Roma	..	..
Banca Industriale e Commerciale	12 50	12 50
Società di Credito Mobiliare	24 00	24 00
Società Immobiliare	15 00	5 00
Navigazione Generale Italiana .. .	22 50*	..
Acqua Marcia	53 50	56 00
Gas, &c.	60 00	55 00
Tramways, omnibuses	..	7 50

* For the year ending June 30, 1892.

Course of Exchange.

Considerable increase in rate of exchange.

The principal feature to be recorded in the money market is the considerable rise of the rate of exchange and of the premium on gold, such as has not been witnessed since the abolition of the inconvertible paper currency in 1883, and even for some time previously.

Not been so high for 13 years past.

We must go so far back as the year 1880 in order to find a similar depreciation of the Italian paper currency. The table which I append will show the fluctuations of the rates of exchange for bills at 90 days on Paris and London and of the premium on gold for a period of over 20 years, from 1872 to the present time.

Consul refrains from assigning reasons for rise.

It is not my task to assign reasons for the rise, which may derive from a complexity of causes both natural and speculative; but there is one point which evidently has a great bearing as affecting the balance of accounts between Italy and foreign countries, and in which the present position of the market differs from the former state of things in that respect.

Mentions fact that country has stopped borrowing.

I allude to the fact that the country having to a great extent stopped borrowing abroad, there is not so much loaned money to draw wherewith to counterbalance payments it has to make abroad, as it was formerly the case.

Repurchase of stock by Italian investors presumed.

Another reason given is the gradual re-purchase by Italy of stock and securities from foreign markets, fostered by the fall in the prices, but I am not aware that sufficient proof is extant with regard thereto.

Date.	Paris, 90 Days, Average Exchange per 100 Fr.	Bank Rate, Paris.	London, 90 Days, Average Exchange per £ Sterling.	Bank Rate, London.	Gold, 20 Fr.
	Lire c.	Per cent.	Lire c.	Per cent.	Lire c.
1872, June 30	106 95	...	27 22½	...	21 57½
,, December 31	109 50	...	28 00	...	22 26½
1873, June 30	110 65	...	28 19	...	22 62½
,, December 31	114 45	...	29 96	...	23 09
1874, June 30	109 15	...	27 60	...	22 10
,, December 31	109 30	...	27 42½	...	26 16
1875, June 30	106 10	...	26 82½	...	21 61
,, December 31	106 77½	...	26 95	...	21 64
1876, June 30	107 65	...	27 33	...	21 85
,, December 31	108 10	...	27 21	...	21 77
1877, June 30	109 37½	...	27 53½	...	21 94
,, December 31	108 77½	...	27 25½	...	21 82
1878, June 30	107 27½	...	26 98	...	21 63
,, December 31	108 99½	...	27 47½	...	22 02
1879, June 30	109 02½	...	27 57½	...	21 98
,, December 31	111 44½	...	28 12	...	22 47
1880, June 30	109 00	...	27 53½	...	21 93½
,, December 31	100 72½	...	25 53½	...	20 44
1881, June 30	99 00	...	25 09	...	20 11
,, December 31	100 82½	...	25 45	...	20 48
1882, June 30	101 40	...	25 60½	...	20 57
,, December 31	100 02½	3½	25 16	5	20 33
1883, June 30	98 95	3	24 75	4	Par
,, December 31	99 05	3	24 96	3	,,
1884, June 30	99 10	3	25 00	2	,,
,, December 31	99 42½	3	25 06	5	,,
1885, June 30	99 47½	3	25 14	2	,,
,, December 31	99 45	3	25 04	4	,,
1886, June 30	99 10	3	25 10	2½	,,
,, December 31	97 70	3	25 17	5	,,
1887, June 30	99 67½	3	25 23	2	,,
,, December 31	100 95	3	25 52	4	20 25
1888, June 30	99 65	2½	25 18	2½	Par
,, December 31	99 77½	4½	25 26	5	20 20
1889, June 30	99 55	3	25 11	2½	20 10
,, December 31	100 25	3	25 05	5	20 20
1890, June 30	100 15	3	25 17	4	20 20
,, December 31	100 72½	3	25 28	5	20 30
1891, June 30	100 07½	3	25 33	3	20 26
,, December 31	101 50	3	25 55	3½	20 40
1892, June 30	102 27½	2½	25 85	2	20 60
,, December 31	103 32½	2½	25 94	3	20 75
1893, June 30	104 42½	2½	26 26	2½	20 95
,, August 25	110 40	2½	27 91	5	22 10

Public Works.

In my report, Annual Series No. 788, 1890, I gave detailed information respecting the measures adopted by Government in aid of the municipal finances and for the completion of certain works which had been initiated. The Act embodying those measures did not, however, provide in a definite manner the ways and means for executing the works which Government had taken upon themselves to carry out, and it was found necessary to submit to Parliament a fresh Bill respecting public works in the capital of the kingdom. The Act was approved and has recently been promulgated. In force thereof the State has undertaken to complete the Polyclinic Hospital by the year 1898, assigning for that purpose an annual expenditure of 1,500,000 lire (60,000*l.*), and to lay out the sum of 34,500,000 lire (1,380,000*l.*) for the following public works at fixed periods, viz. :—

Refer to report No. 788.

Certain works to be executed by Government.

Ways and means for ditto.

Polyclinic hospital to be completed.

Other works.

Description.	Amount.
	£
For the Courts of Justice; financial years 1893–94 to 1904–5	80,000
Completion of Via Cavour and Piazza Venezia; 1903–4 to 1908–9	436,000
One more bridge across the Tiber; 1907–8 to 1909–10	144,000

Electric Lighting.

Installation completed.

The installations in the principal streets for the illumination of the town by electricity, produced at Tivoli in the works of the Anglo-Roman Gas Company, of which I gave a brief description in my report, No. 1151, have been successfully carried out. The system of branching-off the wires from the receiving station near Porta Pia was, however, modified. Instead of using overhead wires which would have given rise to a great many inconveniences and complaints from the owners of houses, the underground system was adopted, both for the distribution of electricity in private houses as well as for public illumination with series lamps.

Over-head wires given up.

Two separate circuits.

The two circuits are, however, kept separate and the current is conveyed by independent cables.

Which streets are lit up by electricity.

The streets which have the benefit of being illuminated by electricity are: Via Nazionale all along, from the Central Railway Station to Piazza Venezia, including the branch leading to Piazza del Quirinale and Royal Palace; the whole of the new Corso Vittorio Emanuele; Via del Corso; the streets which from the railway station lead by Piazza Barberini to Piazza Colonna, including the said square and that of Montecitorio where the Chamber of Deputies is placed.

Tramways.

Town system completed.

The tramway service has now reached its complete development in respect to the present requirements of the town, new lines having been laid down, thus completing the net which had been fixed by the communal administration.

Central station "Piazza Venezia." Streets where lines are laid down.

The central starting point of all the lines is Piazza Venezia from whence they branch off: east by Via Nazionale to the Central Railway Station; by Via Nazionale and Via Venti Settembre to Porta Pia, and from thence to Sant' Agnese; by Via Nazionale and Porta San Lorenzo as far as the Basilica of San Lorenzo; by Via Cavour and the Central Railway Station as far as Piazza San Giovanni in Laterano; by the Roman Forum, Porta San Paolo and as far as the Basilica of the same name.

To the west the lines run along: the Corso Vittorio Emanuele to St. Peter's; Corso Vittorio Emanuele and Ponte

Garibaldi, as far as the railway station in Trastevere; Corso Vittorio Emanuele, Via Ripetta, Piazza del Popolo, and from thence along the Via Flaminia as far as Ponte Milvio.

The lines are all worked by horses; but it is proposed to use electricity for some of them.

Exhibitions.

General Exhibition for 1895.

The proposal of a General Italian Exhibition and International Exhibition of Fine Arts and Electricity for 1895–96 has met with a great many obstacles, and the locality which had been chosen for the purpose near "Ponte Milvio" was given up. Various other sites were suggested and discussed, and the committee ultimately decided to make use of Villa Borghese by entering into an agreement with the administrators of the Borghese Estate. The definite plan of this Exhibition, even as regards the locality, is still under consideration, and I am not, therefore, in a position to state if the Exhibition will actually be effected, and what its importance will be.

Site changed. Villa Borghese decided upon.

Plan and arrangements still unsettled.

Exhibition of medicine and hygiene in 1894.

Another Exhibition which is being organised upon plans already established and with proper means, is the International Exhibition of Medicine and Hygiene to be held in Rome on the occasion of the XI. International Medical Congress. Both Congress and Exhibition had been fixed for September next, but on account of the conditions of public health in Europe they were deferred to April, 1894.

Site and date.

The Exhibition is to take place in the Palace of Fine Arts in Via Nazionale, and in the adjoining grounds. From the programme which has already been distributed, it appears that the said Exhibition will embrace all improvements applying to the hygiene of towns and houses; so that besides a scientific interest it will also present advantages of an industrial and commercial character, in view of which it may be well for me to call to it the attention of British manufacturers and exporters by embodying a list of the classes in which the Exhibition will be divided :—

Attention of British manufacturers and exporters called to it.

List of classes given.

Class I. Apparatuses, materials, and plans of buildings for scientific and technical investigations in biology, therapeutics and hygiene.

Class II. Apparatuses, instruments, and materials of therapeutic aid in all branches of medicine.

Class III. Prevention of diseases; first aid and life saving.

Class IV. Plans, models, and materials for the drainage of soil and sanitation of towns.

Class V. Plans, apparatuses, and appliances for the hygiene of towns.

Class VI. Plans, models, and materials for the sanitary construction of buildings.

Class VII. Apparatuses and appliances for the hygiene of lodgings and public buildings.

Class VIII. Materials, apparatuses, and objects for individual hygiene.
Class IX. Plans, models, apparatuses, and institutions for the hygiene of workmen.
Class X. Books, atlases, photographs, prints, charts, &c., of recent publication, on all branches of medicine, hygiene, sanitation, and cognate subjects.
Class XI. Retrospective exhibition—surgical instruments and sanitary appliances of the past; statues, vases, medals, coins, inscriptions, pictures, prints, &c.; which, by their nature or subject, are connected with medicine and hygiene.
Special class for hydrology and climatology.

The Port of Civitavecchia.

Trade and shipping during 1892: Vice-Consul's remarks as to.

In furnishing the ensuing returns referring to the trade and shipping at Civitavecchia for 1892, the Vice-Consul at that port remarks that during 1892 the total number of vessels entered was so very little inferior to that of the previous year that the decrease cannot really be considered as a falling-off in the trade of that port, especially if we take into account that in 1892 there was a somewhat notable increase in the total tonnage as compared with that of the previous year.

Increase of tonnage.

The increase of tonnage is partly due to Italian and partly to Greek or Austrian vessels, by which, almost exclusively, transports of corn from the Black Sea were effected.

Annex A.—RETURN of all Shipping at the Port of Civitavecchia during the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	6	657	89	96,368	95	97,025
Italian	1,068	69,420	488	163,968	1,556	233,388
Greek	4	1,355	12	15,279	16	16,634
Norwegian	...	...	20	7,123	20	7,123
Belgian	...	...	7	6,044	7	6,044
Spanish	23	3,846	2	1,331	25	5,177
Austrian	...	...	4	3,122	4	3,122
German	...	...	4	3,098	4	3,098
French	1	173	4	1,413	5	1,586
Dutch	...	...	2	1,423	2	1,423
Total	1,102	75,451	632	299,169	1,734	374,620
,, for the year preceding ...	1,224	63,757	588	282,094	1,812	345,851

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	7	751	90	97,158	97	97,909
Italian	1,062	68,538	488	163,987	1,550	232,525
Greek	3	737	11	14,170	14	14,907
Norwegian	...	...	20	7,123	20	7,123
Belgian	...	...	7	6,044	7	6,044
Spanish	23	3,846	2	1,331	25	5,177
Austrian	...	...	4	3,122	4	3,122
German	...	...	4	3,098	4	3,098
French	1	173	4	1,413	5	1,586
Dutch	...	...	2	1,425	2	1,425
Total	1,096	74,045	632	298,871	1,728	372,916
,, for the year preceding ...	1,221	64,179	591	285,741	1,812	349,920

As regards British shipping, the number of vessels that entered the port of Civitavecchia during 1892 is exactly the same as that of the previous year. A slight decrease is, however, noticeable in the total tonnage (1,527 tons less than 1891), but the total imports by British vessels were not very materially affected thereby, the returns showing a total importation of 164,928 tons in 1892 as against 165,104 tons in 1891.

Arrival of British vessels the same as in 1891.

RETURN of Imports at the Port of Civitavecchia by British Vessels during the Year 1892.

Articles.	Tons.	Number of Vessels.	Remarks.
Steam coal	51,520	28	The difference between the number of vessels stated in the return of British shipping and the present return is owing to several ships having brought different qualities of cargo.
Gas ,, ...	60,660	31	
Patent fuel	12,156	9	
Coke	873	1	
Fire bricks	418	3	
,, clay	60	2	
Pig-iron	34,915	19	
Codfish	445	4	
Wheat	2,175	3	
Spiegel iron	1,406	3	
Iron girders	296	1	
Zinc, white	4	1	
Total	164,928	105	

Examining the said return the Vice-Consul points out that the importation of patent fuel in 1892 was much less than that of 1891; but to counterbalance this falling-off there was a considerable increase in the importation of steam coal, a fact which the Vice-Consul considers quite natural, both patent fuel and steam coal being, with slight exceptions, used for railway purposes.

Falling-off in the importation of patent fuel. Increase in the importation of steam coal.

The works connected with the new quay proceeded uninter-

New quay, progress of.

ruptedly during 1892, and it is expected that by the end of this year the whole surface of the quay will be above water. The whole work will be completed, as far as it is foreseen, in two years from this.

Stores for goods in bond now completed.

The stores for goods in bond ("punto franco") alluded to in my previous report are now completed, and a Government commission is to examine the premises and ascertain whether all the conditions needed for its purpose were complied with. In the affirmative case it still remains for Government and municipality to agree upon the question of the yearly expenditure for custom-house officers and guards in connection therewith.

Terni and Savona Works.

Quantities produced in 1892 not given.

In the annual report for 1892 submitted to the shareholders at their meeting no figures are given respecting the productions either of the steel works or of the foundry. I am not, therefore, able, as in previous years, to state what the quantities may have been and the cost thereof.

Quotation from company's report.

In the said report it is stated in general terms that "the Terni Works proceeded on the same system as in the previous year, nor was it to be expected that, persisting the same general conditions of the country and the depression of the iron trade throughout Europe, there could have been an increase in the demand of our articles, or of the profits deriving therefrom. By persevering, however, in the plan of developing the production of those articles which demand a higher finish and are of greater value, we continue almost to counterbalance the falling-off in the quantities. With that object in view we have introduced some crucible furnaces, and have undertaken to manufacture projectiles and steel for utensils."

Information as to resumption of works at Savona.

With regard to the Savona establishment, which now belongs to the same company, I find in the report alluded to above that at the end of November, 1892, work was started afresh by manufacturing rails, and subsequently shaped articles for the navy, and that it is contemplated to re-commence manufacturing steel plates and to start manufacturing iron.

Workmen sent from Terni.

Almost the whole body of workmen for Savona was taken from the Terni Works, realising thereby a notable economy.

	Amount.
	£
The gross profits of the year were	145,796
The expenses, including 50,768*l.* interest on bonds, &c., and 47,650*l.* towards the wearing out of the machinery, were..	123,436
Net profits	22,360

Out of these the shareholders received 15 lire (12*s.*) as dividend per each share. This is the first year that shareholders receive a dividend. Dividend to shareholders.

The profits of the five previous years, amounting to more than 5,000,000 lire (200,000*l.*) were devoted to cover the wearing-out of the machinery, and make up for the losses sustained during the first year of the undertaking. Amount of profits of previous 5 years, how devoted.

The company is constituted with a capital of 16,000,000 lire (640,000*l.*); plus obligations, 11,000,000 lire (Terni) (440,000*l.*); plus obligations, 4,000,000 lire (Savona) (160,000*l.*). Company's capital.

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FOREIGN OFFICE.

1893.

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ITALY.

SUPPLEMENTARY REPORT FOR THE YEAR 1892

ON THE

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REFERENCE TO PREVIOUS REPORT, Annual Series No. 1244.

Issued during the Recess and Presented to both Houses of Parliament by Command of Her Majesty.

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1229.	Newchwang	1d.	1289.	Manila	2½d.
1230	Chungking	1½d.	1290.	Bahia	1d.
1231.	Hankow	1d.	1291.	Munich	1d.
1232.	Odessa	2d.	1292	Trieste	1½d.
1233.	Chicago	3d.	1293.	Tunis	4d.
1234.	Taganrog	2½d.	1294.	Montevideo	1½d.
1235.	Ningpo	1d.	1295.	Belgrade	2d.
1236.	Mannheim	1d.	1296.	Teneriffe	1d.
1237.	Dunkirk	1d.	1297.	Stettin	3d.
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1245.	Guatemala	1d.	1305.	Somali Coast	½d.
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1247.	Gothenburg	2d.	1307.	Paramaribo	1d.
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No. 1309.

Reference to previous Report, Annual Series No. 1244.

ITALY.

NAPLES.

Consul Hartwell to the Earl of Rosebery.

My Lord, *Naples, October* 10, 1893.

I HAVE the honour to transmit herewith to your Lordship a Supplementary Report on the Trade and Commerce of this Consular District for the year 1892, together with Reports received for the same year from Mr. Vice-Consul Parlender on the Trade and Commerce of Barletta and from Mr. Vice-Consul Kerrich on the Trade and Commerce of Reggio (Calabria).

I am, &c.

(Signed) E. H. B. HARTWELL.

Supplementary Report on the Trade and Commerce of the Consular District of Naples for the Year 1892.

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Imports and Exports.

The total value of imports in the year 1892 amounted to 4,537,198*l.*, showing a decrease of 2,021,403*l.* against the previous year, this difference arises from an importation of precious metals of about that value in 1891 and its omission in the following year. The exports were of the total value of 1,573,541*l.*, showing an increase of 422,277*l.* against the previous year; the increase in the exportation of wine, hemp and flax, and also 276,000*l.* of silver coins, sent to France, account for the difference.

Particulars are given in the annexed Tables.

Annex A.—RETURN of Principal Articles of Import to Naples during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Wine, oil, and spirits	Gallons ...	3,342,684	248,321	2,110,438	212,799
Drugs, colonials and tobacco ...	Tons ...	2,263	173,467	3,361	195,944
Chemicals, medicine, and perfumery	,, ...	5,578	97,135	4,605	96,273
Colours and dyes	,, ...	4,649	92,127	1,276	43,847
Hemp, flax, and manufactures of	,, ...	950	56,455	779	59,531
Cotton, and manufactures of ...	,, ...	5,993	436,134	4,425	399,960
Wool, hair, and manufactures of	,, ...	768	272,592	780	289,229
Silk, and manufactures of ...	,, ...	46	111,655	30	97,571
Timber and straw	,, ...	18,363	69,358	23,272	*588,916
Paper and books	,, ...	880	32,958	1,060	37,531
Curriery	,, ...	3,702	283,849	2,110	217,752
Metals	,, ...	19,862	442,516	22,864	471,821
Stones, earthenware, and glass ...	,, ...	288,392	324,567	418,287	478,838
Cereals	,, ...	178,793	1,493,862	61,037	357,394
Live animals and animal produce	,, ...	15,501	335,923	7,451	230,518
Sundries	,, ...	170	65,055	167	57,084
Precious metals and specie ...	,, ...	...	1,224	½	2,223,693
Total	...	545,910	4,537,198	551,504½	6,558,601

* The discrepancy between weight and value is due to a clerical error, calculating the value given on kilos. instead of tons.

Annex B.—Return of Principal Articles of Export from Naples during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Wine, oil, and spirits	Gallons ...	3,878,512	194,816	1,876,370	141,771
Drugs, colonials, and tobacco ...	Tons ...	720	57,867	69	5,959
Chemicals, medicine, and perfumery	,, ...	5,555	205,464	4,590	203,325
Colours and dyes	,, ...	43	9,622	28	6,376
Hemp, flax, and manufactures of	,, ...	8,379	294,910	5,219	188,935
Cotton, and manufactures of ...	,, ...	19	3,174	163	8,997
Wool, hair, and manufactures of	,, ...	253	33,401	311	33,842
Silk, and manufactures of ...	,, ...	$\frac{17}{20}$	2,260	$1\frac{5}{20}$	4,475
Timber and straw	,, ...	3,436	16,207	5,320	24,868
Paper and books	,, ...	2,103	31,939	2,582	41,316
Curriery	,, ...	248	61,370	1,530	101,724
Metals	,, ...	65	14,255	193	29,979
Stone, earthenware, and glass ...	,, ...	8,731	13,851	3,291	7,168
Cereals	,, ...	6,259	124,766	10,124	114,473
Live animals and animal produce	,, ...	76	217,868	397	224,114
Sundries	,, ...	14	15,771	229	13,932
Precious metals and specie ...	,, ...	$34\frac{12}{20}$	276,000	...	...
Total	...	$35,936\frac{7}{20}$	1,573,541	$34,047\frac{8}{20}$	1,151,264

Annex C.—Table showing Total Value of all Articles Exported from and Imported to Naples from and to Foreign Countries during the Years 1892–91.

Country.	Exports.		Imports.	
	1892.	1891.	1892.	1891.
	£	£	£	£
Great Britain	218,337	276,009	1,258,982	1,521,202
France	679,327	323,086	504,248	2,596,851
United States of America	214,595	237,177	360,467	450,847
South America	136,249	53,215	80,240	71,208
Egypt	70,620	42,715	31,374	72,141
Belgium	45,713	41,784	104,460	54,331
Austria	70,743	31,800	193,553	510,062
Germany	50,854	53,250	368,149	321,756
Africa	20,724	21,985	15,520	32,216
Turkey	18,399	23,258	100,196	338,446
Spain	18,853	5,165	25,479	10,524
Holland	6,838	20,244	68,304	76,229
Greece	8,184	8,986	4,928	53,741
Switzerland	4,383	1,267	62,319	59,300
Russia	1,660	1,532	1,249,490	87,183
Roumania	2,508	..	14,470	239,524
Sweden and Norway ..	104	559	82,757	39,858
Other countries ..	5,450	9,232	12,262	23,177
Total	1,573,541	1,151,264	4,537,198	6,558,601

Barletta.

Mr. Vice-Consul Parlender reports as follows:—

Imports. The total imports during the year 1892 were 25,670 tons, value 79,224*l.*, consisting chiefly of wood, coals, flour, and wine

Exports. casks, while the exports amounted to 57,092 tons, value 451,420*l.*, consisting of wine, spirits, and tartaric acid. The total amount of imports of the previous year was 16,319 tons, value 32,348*l.*, showing an increase of 9,351 tons, value 46,876*l.*, while the exports increased 30,788 tons, value 135,148*l.*, owing chiefly to the new commercial treaties entered into with Germany, Switzer-

Wine trade. land, and Austria-Hungary, which greatly favoured the exportation of Italian wines.

Great progress has been made during the last two years in the preparation of wine for foreign markets. The inferior qualities are now turned into brandies. White wines especially have been made; their production was formerly wholly unknown in this district.

Agriculture. The crops of the most important articles, such as wine, beans, wheat, olive oil, and almonds, have been rather below the average.

Public works. The works for the construction of a railway line from Barletta to Spinazzola have been commenced, and it is expected to have the line opened in the year 1895. This line will bring the port of Barletta in direct communication with the province of Basilicata.

Shipping. Return of all Shipping at the Port of Barletta during the Year 1892.

Entered.

Nationality.	Number of Vessels.		Tons.
	Sailing.	Steam.	
British	..	31	39,594
Italian	529	338	241,068
Austrian..	18	53	31,736
Other countries	4	30	18,954
Total	551	452	331,352
„ in 1891	559	335	282,108

CLEARED.

Nationality.	Number of Vessels.		Tons.
	Sailing.	Steam.	
British	..	31	39,594
Italian	523	336	237,776
Austrian..	17	53	31,572
Other countries..	4	30	18,954
Total	544	450	327,896
„ in 1891	553	335	231,461

The statistics of the municipality give the number of inhabitants on December 31, 1892, as 41,248, against 40,578 in 1891, showing an increase of 670. Population.

	1892.	1891.
	Number.	Number.
Births	1,746	1,652
Deaths	978	918
Marriages	282	283

REGGIO (CALABRIA).

Mr. Vice-Consul Kerrich reports as follows:—

The direct trade with foreign countries of this Vice-Consular district was 11,000 tons, valued at 420,000*l.*, for the exports, and of 11,667 tons, valued at 40,000*l.*, for the imports, showing an increase of about 99,000*l.* as compared with 1891. Foreign exports and imports.

The direct or foreign trade of this district is more important than shown by the foregoing figures; but owing to the port not being large enough to admit steamers of large tonnage, the greater part of the foreign exports and imports go by way of Messina.

The total number of vessels of all nations that entered the port of Reggio in the year 1892 was 1,254, measuring 342,055 registered tonnage. The number of British vessels that entered the port of Reggio in the year 1892 was 4, measuring 4,026 net registered tons. Shipping and navigation.

This, one of the principal industries of this district, has given in the year 1892 very satisfactory results: the owners of the silk reeling factory having nearly doubled the capital invested. Silk reeling.

The works of enlargement of the port will, it is stated, be commenced towards the beginning of November, 1893. Harbour accommodation.

The prolongation of the Via Marina, which, when finished, will greatly shorten the distance between the port and the town, is progressing satisfactorily. Public works.

A new railway station is being constructed on the north side of the town, on the Reggio-Eboli line in place of the temporary one.

General remarks.

This district, which nature has favoured with all its blessings, offers, in my opinion, several openings to foreign capitalists.

Many and profitable industries might be established with great financial success, and that at a comparatively short distance from their mother country; land could be bought on easier and more remunerative terms than in the far regions of California or other parts of the United States.

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1893.

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DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

ITALY.

REPORT FOR THE YEAR 1892

ON THE

TRADE OF THE PROVINCE OF CAGLIARI.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1049.

Presented to both Houses of Parliament by Command of Her Majesty, JUNE, 1893.

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1148.	Bogotá	1d.	1208.	Somali Coast	1d.
1149.	The Hague	2d.	1209.	Nantes	1d.
1150.	Mexico	2½d.	1210.	Tahiti	2d.
1151.	Florence	2d.	1211.	Ichang	3½d.
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Reference to previous Report, Annual Series No. 1049.

ITALY.

CAGLIARI.

Consul Pernis to the Earl of Rosebery.

My Lord, *Cagliari, April* 26, 1893.

I HAVE the honour to transmit to your Lordship my Report upon the Trade and Commerce of the Province of Cagliari for the year 1892.

I have, &c.
(Signed) E. PERNIS.

Report on the Trade and Commerce of Cagliari for the Year 1892.

ABSTRACT of Contents.

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Agriculture.

The agricultural results in 1892 are to be considered as not much dissimilar from those of the preceding year. Considering the tracts of land placed under cultivation, either for wheat or grain, the production was on the average more or less that of the previous years.

The cultivation of the vine is always progressing, owing to the extensive production and the large and important shipments

of wine in casks to foreign ports, but more especially to continental Italy.

The extensive exports of cattle were continued also in 1892, and a large number of oxen were shipped to the ports of Sicily, Tuscany, and the Riviera, the briskness of this trade attesting the increased production and the low prices practised.

Mining and Metallurgy.

In spite of the fall verified in the price of lead ores, nevertheless the mining campaign, 1891–92, in the Island of Sardinia was a highly satisfactory one, as will be seen on examining tabular statement A.

The mines and workshops in active operation were 85, and the total output was of 173,731 tons of ore, valued at 836,912*l.*

The previous campaign, therefore, presents, when compared with that of 1891–92, a difference in less of 8,475 tons of ore, representing the sum of 8,929*l.*

In fact, in the campaign of 1891–92 there was an increase in the output of 3,117 tons of lead ore, and 9,104 tons of zinc ore. On the other hand, there was a decrease of 335 tons in silver ores, and 409 tons in mineral combustibles.

It must be noted that out of the value of the whole mineral production, say 836,912*l.* for the campaign 1891–92, the sum of 523,080*l.* represents the value of calamine ore.

It is a wide-spread opinion that if a silver mill had been established in the district of Iglesias—such mill being, of course, furnished with the latest and most improved apparatus and accessories for the extraction of silver from lead ore—it is quite certain that a sensible improvement would have taken place in the respective prices, and some of the large mines would not have been obliged (as it has been the case) to diminish the number of miners.

With regard to the ports where the Sardinian ores are shipped to, I beg to refer to what I said on the subject in my last report.

Workmen employed.

With respect to the number of workmen employed during the last mining campaign, it appears that their total number was 11,820, of which 10,879 were males, and 941 females. Of the former there were 10,166 adults, and 713 were boys under 15 years of age; the females included 693 adult women, and 248 girls under 15 years.

Wages.

The average daily wages of a Sardinian miner are about 1*s.* 8*d.*, and those of a continental miner average about 3*s.*

With respect to the other workmen employed in the mines, it appears that the highest daily wages are given to the mechanics, who receive 2*s.* 3*d.*; then come the overseers, foremen, and weighers, who are paid at the rate of 3*s.* 2*d.*

Carpenters receive about 3*s.* per day, bricklayers and masons 2*s.* 9*d.*, blacksmiths 2*s.* 8*d.*, labourers 1*s.* 4*d.*, and carmen 2*s.*

The only foundry that has been working during the campaign of 1891–92 is that called "Su Suergiu," in the vicinity of Villasalto, which smelted about 800 tons of antimony ore, employing 32 workmen. Foundries.

In the mines and annexed workshops are used 71 steam motors, representing a total of 1,731 horse-power, and 5 hydraulic motors, representing 105 horse-power in total. Motors.

Owing to the favourable climatic conditions, the salt produced during the year 1892 exceeded in quantity the production of the previous year. Salt works.

If we consider the present limited extension of the salt works, and the large quantity of salt to be furnished yearly to the Italian Government, it is not to be expected (especially in the years when the salt crop is bad) that there will be a large export trade, as it used to be some years ago; yet during the year 1892 the salt exports show an increase of over 10,000 tons, for during 1891 the quantity of salt shipped to foreign ports was 10,674 tons, whilst in 1892 it reached 20,916 tons, of which 728 tons were sent to Africa, 5,965 tons to America, and 14,223 tons to Sweden and Norway.

Coral Fisheries.

Coral fishing is gradually decaying in the Island of Sardinia. The fact is attributed by some to the exhaustion of the old coral reefs, whilst others say that it is due to the competition brought in the market by the coral of inferior quality, that is fished in enormous quantities on the coast of Sicily, which is being sold at an extremely low price.

In Sardinia coral fishing is mostly carried on near the Island of Carloforte, and in the vicinity of Alghero, in the Province of Sassari.

From information received respecting the coral fisheries of Carloforte, it appears that in 1892 were rigged 20 coral boats, which in total fished 1,544 lbs. av. of coral, valued at about 1,400*l.*

Tunny Fisheries.

Hardly any difference is to be noted in the produce of these fisheries for 1892, when compared with the results presented in 1891. In fact, we see that in 1891 the quantity of tunny prepared in tins and casks shipped to the ports of the Riviera and to Tuscany was 1,150 tons, and in 1892 it was 1,024 tons, valued at 55,317*l.*

Foreign Trade.

In the table B are assumed by categories the cost and value of all the foreign goods imported during the years 1891 Imports.

and 1892; from said statement it will be noticed that in 1892 the business in foreign goods represented the total sum of 307,413*l.*, therefore a difference over the amount of previous year of 46,606*l.*

This important increase is due to a larger trade in cotton and woollen tissues, and more so to the extensive importation of foreign wheat for the use of a local steam corn mill.

RETURN of the Principal Products Imported during 1892.

Articles.	Amount.
	£
Coffee	35,084
Steam coals..	34,387
Cotton, and tissues of	4,734
Wheat	138,753
Grains	3,496
Petroleum	7,204
Timber	13,940
Iron, steel, brass, lead, machinery ..	44,432
Raw cow-hides	1,793
Wool and tissues	6,281

Taking into account the importance of the goods imported from the various foreign ports, the latter, in a decreasing order, can be noted as follows:—

Countries.	Amount.
	£
Russia	119,368
America	66,318
England	39,707
Belgium	32,644
France	17,726
Austria	15,946
Germany	6,411
Africa	3,312
Spain	2,339
Switzerland	1,266
Sweden and Norway	1,123
Turkey	280

N.B.—The balance of the value of foreign goods is divided between various other countries.

Exports.

As it is shown in the annexed Table No. 3, the exports in 1892 reached the sum total of 749,166*l.*, showing an increase over the exports of 1891 of 105,205*l.*

Such results are due to an increase in the exports of wine, salt, charcoal, and, above all, in the zinc ores.

In summing up the principal products exported we have the following figures:—

Articles.	Amount.
	£
Lead ores	48,310
Zinc ores	501,867
Other ores	2,052
Charcoal	57,016
Grain	2,095
Salt	9,203
Wine	8,144
Cheese	6,843
Raw goat, kid and lamb skins .. .	13,860
Shelled almonds	5,328

The following are the principal foreign countries that received the greater part of the Sardinian products :—

Countries.	Amount.
	£
Belgium	512,600
Spain	58,811
France	35,028
England	29,045
Africa	8,692
Sweden and Norway	6,256
Austria	3,272

Coasting Trade.

As I said in a previous report, the coasting trade that is carried on between Cagliari and the principal ports of continental Italy and Sicily is of considerable importance.

In the year 1892 our coasting trade reached the good sum of about 1,920,000*l.*, of which 1,038,000*l.* represents the imports, and 898,000*l.* the exports.

Having presented in my previous report minute details of the goods and merchandise that formed part of the imports and exports of the coasting trade, I consider it unnecessary to repeat now the statement.

Trade with Great Britain.

Annexed Tables D and E show in detail all the items that constitute the trade and commerce with Great Britain.

The imports amounted to 38,583*l.*, of which sum there is 32,211*l.* representing the value of mineral coal imported in 32,869 tons.

The exports amounted to 6,413 tons for 31,636*l.*, of which 29,044*l.* represents 6,343 tons of zinc ore sent to England.

International Shipping and Navigation.

In the tabular statement F. annexed to the present report are set down all particulars respecting the number of ships, the commercial operations transacted, as well as the flags and nationalities of the various vessels that arrived to or sailed from the various ports of the province in the course of 1892.

The number of vessels that arrived in 1892 was—

Description.	Number of Vessels.	Tons.
Sailing	242	46,743
Steam	183	136,847
Total	425	183,590

The ships that sailed from our ports were—

Description.	Number of Vessels.	ons.
Sailing	232	55,991
Steam	210	158,866
Total	442	214,857

In summing up we have a grand total of—

Description.	Number of Vessels.	Tons.
Sailing	474	102,734
Steam	393	295,713
Total	867	398,447

In the shipping mentioned above, English steamers are largely represented; in fact, their number ascended to 156 for 142,198 tons, whilst the Italian steamers were 195 for 120,011 tons.

Harbour Constructions and Works.

Although the harbour of Cagliari is known to be one of the safest Mediterranean ports, yet it is believed by expert seamen and pilots that the safety and accommodation presented by the harbour would be decreased by the construction of the pro-

jected west pier, which would prevent the agglomeration of sea-weeds and the formation of sandbanks, caused by the waters running out of the lake lying not far off the west point of the harbour.

The Parliamentary Bill which granted the construction of such pier was given under date of July 14, 1889, but up to the present the Government has not fixed or set aside in the State Budget the sum required for that work.

Annex A.—Mineral Production of the Mines of the Island of Sardinia during the Years 1891–92.

Ores.	Mines at Work.	Production.	
		Quantity.	Value.
	Number.	Tons.	£
Lead .. .. .. }	66 {	32,920	225,960
Zinc .. .. .. }		116,130	523,080
Argentiferous	8	1,670	69,160
Manganese	2	800	1,000
Antimony	3	96	1,192
Lignite	4	13,790	7,120
Reduced sulphuret and oxide of antimony	1	325	6,520
Iron ore	1	8,000	2,880
Total	85	173,731	836,912

Annex B.—Comparative Table of Imports at the Various Ports of the Province of Cagliari during the Years 1891–92.

Categories.	Articles.	Value.	
		1891.	1892.
		£	£
I.	Spirits, beverages, and oils	11,309	7,560
II.	Colonials, drugs, and tobacco	36,151	35,326
III.	Chemicals, medicinals, resins, and perfumery	1,386	1,802
IV.	Colours, paints, and dyes	128	456
V.	Hemp, flax, jute, and other fibrous grasses, except cotton	2,367	516
VI.	Cotton	4,051	4,734
VII.	Wool and hair	5,782	6,281
VIII.	Silk	753	332
IX.	Timber and straw	20,919	17,634
X.	Paper and books	765	207
XI.	Hides and furriery	2,772	2,123
XII.	Metals, manufactures of, and minerals ..	6,851	44,870
XIII.	Stones, earthenware, and glass	41,947	36,235
XIV.	Cereals, flour, &c.	117,913	143,331
XV.	Live animals and animal produce ..	5,369	4,220
XVI.	Sundries	2,344	1,786
XVII.	Precious metals	..	..
	Total	260,807	307,413

Annex C.—Comparative Table of Exports at the Various Ports of the Province of Cagliari during the Years 1891–92.

Categories.	Articles.	Value.	
		1891.	1892.
		£	£
I.	Spirits, beverages, and oil	7,126	16,288
II.	Colonials, drugs, and tobacco	208	79
III.	Chemicals, medicinals, resins, and perfumery	4,697	10,157
IV.	Colours, paints, and dyes	..	82
V.	Hemp, flax, jute, and other fibrous grasses, except cotton	196	..
VI.	Cotton	..	..
VII.	Wool and hair	816	..
VIII.	Silk	..	..
IX.	Timber and straw	52,641	66,411
X.	Paper and books	..	..
XI.	Hides and furriery	15,998	13,433
XII.	Metals, manufactures of, and minerals ..	534,053	621,503
XIII.	Stones, earthenware, and glass	699	60
XIV.	Cereals, flour, &c...	13,931	7,799
XV.	Live animals and animal produce ..	13,496	13,354
XVI.	Sundries	..	..
XVII.	Precious metals	..	..
	Total	643,861	749,166

Annex D.—Goods Imported at Cagliari from Great Britain and British Colonies during the Year 1892.

Categories.	Description of Goods.	Quantity.	Value.
		Tons.	£
I.	Spirits, beverages, and oils	..	1
II.	Confectionery, preserves, tea biscuits, and tea	3	186
IV.	Colours, paints, and dyes	2	124
V.	Ropes	2	68
VI.	Coloured or dyed tissues, bleached, printed, or sewed	6	976
VII.	Woollen combed tissues, carded or printed	4	1,328
XII.	Iron tools, steel, copper, and brass, machinery, &c...	331	2,807
XIII.	Stones for building, brickwork, lime, coals, &c.	32,977	33,062
XV.	Salted and smoked beef, salted and smoked fish	..	25
XVI.	Elastic gum	..	6
	Total	33,325	38,583

Annex E.—Goods Exported at Cagliari to Great Britain and British Colonies during the Year 1892.

Categories.	Description of Goods.	Quantity.	Value.	Remarks.
		Tons.	£	
XII.	Zinc ore, sundry ores ..	6,343	29,045	To England
XV.	Salt fish, pickled ditto, tunny fish in oil	15	480	To Malta
XV.	Cheese..	55	2,112	To Malta
	Total	6,413	31,637	

Annex F.—Return of all Shipping at the Ports of the Province of Cagliari during the Year 1892.

Entered.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	2	236	73	66,615	75	66,851
Italian	224	39,338	91	55,134	315	94,472
French	...	...	1	255	1	255
Austro-Hungarian	7	3,194	...	...	7	3,194
Swedish and Norwegian	2	694	2	1,354	4	2,048
Russian	2	1,467	...	...	2	1,467
Dutch	...	...	9	6,931	9	6,931
Greek	4	1,686	2	1,661	6	3,247
Belgian	...	...	4	3,940	4	3,940
Spanish	1	228	...	..	1	228
Danish	...	...	1	957	1	957
Total	242	46,743	183	136,847	425	183,590

Cleared.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	1	25	83	75,583	84	75,608
Italian	210	47,435	104	64,877	314	112,312
French	...	...	3	1,429	3	1,429
Austro-Hungarian	10	4,508	...	...	10	4,508
Swedish and Norwegian	2	695	1	767	3	1,462
Russian	2	1,065	...	...	2	1,065
Dutch	...	...	9	6,931	9	6,931
Greek	5	2,034	3	2,708	8	4,742
Belgian	...	...	5	4,657	5	4,657
Spanish	2	229	2	1,914	4	2,143
Danish	...	...	...	...	...	...
Total	232	55,991	210	158,866	442	214,857

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1893.

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ITALY.

REPORT FOR THE YEAR 1890-91

ON THE

FINANCES OF ITALY.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 824.

Presented to both Houses of Parliament by Command of Her Majesty, JUNE, 1893.

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ITALY.

ROME.

Lord Vivian to the Earl of Rosebery.

My Lord, *Rome, May* 19, 1893.

I HAVE the honour to inclose a Report by Mr. Edwardes on the Finances of Italy showing the Estimated and Actual Expenditure for 1890–91 and the deficit which accrued during that period, as taken from the Audited Accounts, and giving the revised estimates for the year 1892–93 as modified by the present Administration.

The Report also shows the amount of the Public Debt of Italy as it stood at the end of the Financial Year 1890–91, and the Annual Interest paid thereon.

I have, &c.
(Signed) VIVIAN.

The Hon. H. G. Edwardes to Lord Vivian.

My Lord, *Rome, May* 19, 1893.

I HAVE the honour to submit to your Excellency a Report on the Finances of Italy, giving a summary of the Audited Accounts for 1890–91, and of the Budget for 1892–93.

I have, &c.
(Signed) H. G. EDWARDES.

Report on the Finances of Italy for the Year 1890-91 *and of the Budget for* 1892–93.

Abstract of Contents.

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Estimated and actual receipts and expenditure (as shown by the audited accounts) 1890–91	3
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Amount of Public Debt held out of Italy	8

Note.—The *l.* is calculated at 25 lire; fractions of lire and of pounds sterling are omitted in this report.

Audited account for 1890-91.

The following tables show the estimated and actual receipts and expenditure for the year 1890–91, according to the audited accounts:—

COMPARATIVE Table showing Estimated and Actual Receipts and Expenditure, as shown by the Audited Accounts (inclusive of the Proceeds of the Abolished Pension Fund) for the Year 1890–91.

	Estimated.		Actual.		Increase or Decrease.	
	Currency.	Sterling.	Currency.	Sterling.	Currency.	Sterling.
	Lire.	£	Lire.	£	Lire.	£
Receipts, &c.	1,854,837,908	74,193,516	1,898,177,802	75,927,112	+ 43,339,893	+ 1,733,595
Expenditure	1,860,688,933	74,427,557	1,852,446,332	74,097,453	— 8,242,601	— 329,704

COMPARATIVE Table showing Estimated and Actual Receipts and Expenditure (exclusive of the Proceeds of the Abolished Pension Fund) for the Year 1890–91.

	Estimated.		Actual.		Decrease.	
	Currency.	Sterling.	Currency.	Sterling.	Currency.	Sterling.
	Lire.	£	Lire.	£	Lire.	£
Receipts, &c.	1,792,084,872	71,683,395	1,767,773,968	70,710,958	— 24,310,904	— 972,436
Expenditure	1,860,688,933	74,427,557	1,852,446,432	74,097,853	— 8,242,601	— 329,704
Deficit	68,604,061	2,744,162	..	..	..	..

These figures show, in spite of economies amounting to 8,242,601 lire (329,704*l.*), a final deficit of 84,672,363 lire (3,386,894*l.*). To cover this deficit 130,403,833 lire (5,216,153*l.*), the balance of the proceeds of the abolished Pension Fund, which had been placed at the disposition of the Treasury by the law of April 7, 1889, was applied, the balance, 45,731,469 lire (1,829,258*l.*), being repaid into the Treasury.

The result of the audited accounts for 1890–91 shows, thus, a financial surplus of 45,731,469 lire (1,829,258*l.*).

Differences between estimated and actual receipts and expenditure, 1890-91.

The following table shows the differences between the estimated and actual receipts and expenditure in the four categories for the financial period 1890–91 :—

Category.	Description.		Estimated.	Actual.	Total Differences.
	Actual Revenue and Expenditure.				
I.	Receipts	Lire ...	1,562,660,748	1,540,001,590	− 22,659,158
		£ sterling...	62,506,429	61,600,063	906,366
	Expenditure	Lire ...	1,622,414,496	1,615,041,090	− 7,373,406
		£ sterling...	64,896,579	64,601,643	294,936
	Difference	Lire ...	− 59,753,748	− 75,039,500	− 15,285,751
		£ sterling...	2,390,149	3,001,580	611,430
	Movement of Capital.				
II.	Receipts inclusive of the proceeds of the abolished Pension Fund	Lire ...	95,373,719	162,117,750	+ 66,744,031
		£ sterling...	3,814,948	6,484,710	2,669,761
	Expenditure	Lire ...	41,470,995	41,346,780	− 124,215
		£ sterling...	1,658,839	1,653,871	4,968
	Difference	Lire ...	+ 53,902,723	+ 120,770,970	+ 66,868,247
		£ sterling...	2,156,108	4,830,838	2,674,729
	Receipts exclusive of the proceeds of the abolished Pension Fund	Lire ...	32,620,683	31,713,917	− 906,766
		£ sterling ..	1,304,827	1,268,556	36,270
	Expenditure	Lire ...	41,470,995	41,346,780	− 124,215
		£ sterling...	1,658,839	1,653,871	4,968
	Difference	Lire ...	− 8,850,312	− 9,632,863	− 782,550
		£ sterling...	354,012	385,314	31,302
	Construction of Railways.				
III.	Receipts	Lire ...	118,595,251	118,595,251	...
		£ sterling...	4,743,810	4,743,810	...
	Expenditure	Lire ...	118,595,251	118,595,251	...
		£ sterling...	4,743,810	4,743,810	...
	Difference	Lire ...	...	...	...
		£ sterling...	...	...	...
	Treasury Balances.				
IV.	Receipts	Lire ...	78,208,189	77,463,209	744,979
		£ sterling...	3,128,327	3,098,528	29,799
	Expenditure	Lire ...	78,208,189	77,463,209	744,979
		£ sterling...	3,128,327	3,098,528	29,799
	Difference	Lire ...	...	...	...
		£ sterling...	...	...	...
	Receipts inclusive of the proceeds of the abolished Pension Fund	Lire ...	1,854,837,908	1,898,177,802	+ 43,339,893
		£ sterling...	74,193,516	75,927,112	1,733,595
	Expenditure	Lire ...	1,860,688,933	1,852,446,332	− 8,242,601
		£ sterling...	74,427,557	74,097,853	329,704
	Difference	Lire ...	− 5,851,025	+ 45,731,469	+ 51,582,495
		£ sterling...	− 234,040	+ 1,829,258	2,063,299
	Receipts exclusive of the proceeds of the abolished Pension Fund	Lire ...	1,792,084,872	1,767,773,968	− 24,310,904
		£ sterling...	71,683,394	70,710,958	972,436
	Expenditure	Lire ...	1,860,688,933	1,852,446,332	− 8,242,601
		£ sterling...	74,427,557	74,097,853	329,704
	Difference	Lire ...	− 68,604,061	− 84,672,363	− 16,068,302
		£ sterling...	− 2,744,162	3,386,894	642,732

Budget for 1891–92.

The audited accounts for 1891–92 are not yet published, but they will probably show an economic deficit of about 46,000,000 lire (1,840,000*l.*) in round numbers.

Budget for 1892–93.

The estimated budget for 1892–93 was first presented in November, 1891, by the Rudini administration, and showed an estimated deficit of 10,535,933 lire (421,437*l.*). These estimates were modified both by the late and by the present administration, and the revisedestimates, on which, in June last, 6 months' provisionary supplies were voted, were as follows:—

		Actual Receipts and Expenditure.	Movement of Capital.	Construction of Railways.	Total.
Receipts	Lire ...	1,542,276,391	33,781,270	30,000,000	1,606,057,661
	£ sterling...	61,691,055	1,351,250	1,200,000	64,242,306
Expenditure ...	Lire ..	1,557,104,760	47,106,059	30,000,000	1,634,210,820
	£ sterling...	62,284,190	1,884,242	1,200,000	65,368,432
Difference	Lire ...	− 14,828,368	− 13,324,789	...	− 28,153,158
	£ sterling...	593,135	532,991	...	1,126,126

In November, 1892, the Minister of Finance presented a further revised estimated budget which showed on the above estimates a surplus of 44,693,732 lire (1,787,749*l.*), that is to say, taking into account the sum estimated for the extraordinary expenses of the Ministry of War, a net surplus of 10,894,014 lire (435,760*l.*), which estimate was arrived at by the following calculation:—

Description.	Amount.	
	Currency.	Sterling.
	Lire.	£
Result of laws not taken into consideration when the provisionary supplies were voted	+ 2,352,637	94,105
Modifications dependent on facts posterior to the voting of the provisionary supplies	− 3,324,552	132,982
Result of new provisions	+ 45,665,647	1,826,625
Total advantage gained	+ 44,693,732	1,787,748

As above stated, the estimated deficit on the budget at the time of the voting of the provisionary supplies was 28,153,158 lire (1,126,126*l.*). This deficit was thus converted by the above provisions into a surplus of 16,540,574 lire (661,622*l.*). Of this surplus, however, the sum of 5,646,560 lire (225,862*l.*) was added to the budget of the Ministry of War, set down as 240,353,440 lire (9,614,137*l.*) for extraordinary expenses, thus making a fixed budget of the Ministry of War of 246,000,000 lire (9,840,000*l.*). In this manner the estimated surplus for 1892–93 is reduced to 10,894,014 lire (435,760*l.*), thus composed:—

Description.	Amounts.	
	Currency.	Sterling.
	Lire.	£
Surplus in the category of actual receipts and expenditure	23,526,867	941,074
Deficit in the category of movement of capital	12,632,853	505,314
Giving, as above stated, a final estimated surplus of	10,894,014	435,760

The increase of receipts amounting to 45,665,647 lire (1,826,625*l.*), by the "result of new provisions," is made up as follows:—

Description.	Amounts.	
	Currency.	Sterling.
	Lire.	£
On account of expenditure authorised for the construction of national and provincial roads Royal Decree, November 15, 1892)	+ 2,108,325	84,333
On account of expenditure authorised for hydraulic works (Royal Decree, November 15, 1892)	+ 9,046,004	361,840
Pensions	+ 34,511,317	1,380,452
Total	+ 45,665,647	1,826,625

The final result of the estimates for 1892–93 is consequently as follows:— Final results of estimates for 1892–93.

Description.	Amount.	
	Currency.	Sterling.
	Lire.	£
Ordinary and extraordinary receipts ..	1,612,246,975	64,489,879
„ „ expenditure ..	1,595,706,400	63,828,256
	+ 16,540,575	661,623
Deduct sum set aside for estimated extraordinary expenses of the Ministry of War..	5,646,560	225,863
Total	+ 10,894,015	435,760

Budgets of the different departments.

The following are the budgets of the different departments, as finally presented by the Minister of Finance :—

Description.	Amount.	
	Currency.	Sterling.
	Lire.	£
Ministry of the Treasury	782,998,119	31,319,924
„ „ Finance	171,426,021	6,857,040
„ „ Grace and Justice	33,362,029	1,334,482
„ „ Foreign Affairs	8,425,543	337,021
„ „ Public Instruction	40,594,861	1,623,795
„ „ Interior	54,002,585	2,160,103
„ „ Public Works	95,825,165	3,833,006
„ „ Posts and Telegraphs ..	52,814,274	2,112,570
„ „ War	240,353,440	9,614,137
„ „ Navy..	105,234,322	4,209,373
„ „ Agriculture, Industry, and Commerce	10,670,036	426,801
Total	1,595,706,400	63,828,256

To the above budget of the Ministry of War must be added the sum estimated for extraordinary expenses, raising it, as above stated, to 246,000,000 lire (9,840,000*l.*).

Public debt of Italy : report of Director-General for 1890–91.

The following figures taken from the report of the Director-General of the Public Debt show the position, at the end of the financial year of 1890–91, of the Public Debt of Italy :—

Description.	Amount.	
	Currency.	Sterling.
	Lire.	£
Debt administered by the general direction of the Public Debt (nominal capital) ..	10,217,882,634	408,715,305
Debt of the Treasury (nominal capital) ..	2,418,307,318	96,732,292
Floating debt..	643,963,334	25,758,533
Total	13,280,153,287	531,206,130

which total bears an interest of 581,963,852 lire (23,278,554*l.*).

Amount of debt held out of Italy.

Of the Public Debt of Italy it is computed that an amount bearing yearly interest of 93,258,900 lire (3,730,356*l.*) is held out of Italy, the largest amounts being held in France, Germany, Great Britain, Austria-Hungary, Holland, &c., as in the order given.

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ON THE

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REFERENCE TO PREVIOUS REPORT, Annual Series No. 1117.

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ITALY.

PALERMO.

Consul Dupuis to the Earl of Rosebery.

My Lord, *Palermo, May* 6, 1893.

I HAVE the honour to forward herewith inclosed, Shipping and Trade Returns for this District for 1892, together with a brief Report on the same.

I have, &c.
(Signed) H. LEWIS DUPUIS.

Report on the Trade and Commerce of Sicily for the Year 1892.

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Shipping and Navigation.

British shipping.

The returns of British shipping for the year 1892 again show a decrease in number of ships and tonnage when compared with the three previous years:—

Year.	Number of Vessels.	Tons.
1889	407	445,800
1890	395	427,632
1891	360	399,048
1892	348	379,907

The falling-off in 1890 and 1891 is explained when the general depression of the shipping trade during those years is taken into account, but that of the year just expired appears to be due to the competition of a new line of steamers, under the Italian flag, from Palermo to London, under the appellation of the "Italo-Britannica Steamship Company," which leave this port twice and three times a month.

Entered.

Of the 348 vessels shown in the return as having entered this port in 1892, 93 were from the United Kingdom—63 with coal and 30 with general cargoes. This shows an increase of five coal laden vessels in favour of 1892, as against 1891, but at the same time a corresponding decrease will be seen in those with general cargoes.

Cleared.

In 1892 349 vessels cleared, which is 12 vessels less than in 1891, with a decrease of 19,866 in tonnage; of these—

Port.	Number of Vessels.
For London	42
Liverpool	34
Hull	19
Glasgow	6
Bristol	2
Dundee	1

All with full and complete cargoes laden at Italian and Sicilian ports completed at Palermo as a last port. There were, besides, three vessels that cleared for Montreal with green fruit.

The departures to Great Britain and her colonies were less by 24 than in 1891, viz., 16 less for London and 8 for other English ports. In compensation there has been an increase of 20 departures for the United States with full cargoes of sulphur, fruit, &c. In 1891 there were 77. There has also been a slight increase in the number of ships that left for other Italian ports, and an encouraging decrease of nine vessels that left for ports in the east in ballast, viz., 67 in 1891 and 58 in 1892.

Foreign shipping. Italian.

There has been a marked decrease in the number of sailing craft entering and leaving this port in 1892, due in great measure to the shifting to this port of most of the coasting trade in 1891 on account of the exhibition in 1891–92. It has, however resumed its usual aspect, as shown in former years.

A brisk trade has of late been established between this port and Genoa direct, carried on by small steamers, in wine, fruits, and other produce of this island in return for sugar, rice, &c. Freights by these vessels are more moderate, and compete successfully with the Florio Rubattino line.

German and Dutch.

A small falling-off in the number of German and Dutch vessels is observable. These introduce cargoes of iron and metal goods from Holland, Belgium, and Germany, and after touching at Genoa, Leghorn, Naples, and Sicilian ports complete their return cargoes at Palermo, and proceed to Amsterdam and Hamburg direct. There is in project the running of a North German Lloyd steamer weekly between this port and Genoa, touching at Naples.

Norwegian.

The Swedish and Norwegian steamers that called at this port were 12 in number in 1892, but mostly of small tonnage; 5 from the United Kingdom with coal, 4 from Sicilian ports with general cargoes, 2 with grain from Galatz and Sulina, and 1 from Katakolo in ballast. 10 left for other Italian ports, viz., 3 in ballast and 5 with full cargoes, 1 left for Glasgow and another for Amsterdam with fruit and other cargo.

Greek.

Nine vessels under the Hellenic flag, some owned by Mr. Milas, of Ibraila, have been engaged in the cattle and grain trade with this and other Italian ports, viz., 6 from Ibraila and 3 from Taganrog, and after discharging their allotted portion of cargo at this port proceeded to Naples, Torre Annunziata, &c.

Austrian. The Austrian vessels mentioned in the return entered for wine, &c., for Rouen and Havre.

Other flags. There were besides 4 Spanish vessels, 1 Russian, 2 Turkish, and 1 American barque.

Freights. The depressed state of freights which ruled in 1891 continued more or less throughout 1892. During the spring months the rates of charter from Sicily to the United States ports rallied somewhat, and touched as high as 1*l.* 8*s.* on the net register, but after the rush of spring fruit shipments were past, freights gradually dropped to about 1*l.* 2*s.* 6*d.*, and during the late months of 1892 touched even 18*s.* and 17*s.*

It is quite a mystery how British shipowners accepted such very low freights outward to the United States if it be borne in mind that homeward employment from the United States ports was practically nil.

The prices realised in the United States for oranges and lemons in the spring months rose considerably and enabled shippers to more than recoup the severe losses made in 1891, but when the shipments of the new crop began to the American ports in September, October, and November, 1892, prices again went down so low that at New York a box of fruit could be bought at less than the fruit cost in Sicily.

A very large amount of money has been sunk in this the staple trade of this district, and as I now write (April-May, 1893) there does not appear to be any immediate prospect of such an improvement in the trade as is required to enable merchants to recover the losses they have sustained.

In connection with this business great things are expected from the World's Fair to be held at Chicago this summer. Local firms anticipate that the demand for fruit will be large, and prices correspondingly high; but this has yet to be proved.

Freights to other places stand as they were stated in my predecessor's report for last year. All other steamship services from Sicily are in the hands, as formerly, of the regular liners who conduct regular service, besides it is only the American business that shows any fluctuation, and this is the key to this situation.

Imports.

As remarked by my predecessors in their reports, it has to be observed in regard to the values of imports and exports that the figures given in the tables do not represent the exact value of all that is introduced or that leave this port, because a great part of the goods from foreign countries are brought or taken away in Italian vessels, from or to other Italian ports. Goods so introduced have been already nationalised before their arrival here, having already passed the customs elsewhere. Statistics of this carrying trade it is impossible to obtain, because the custom-house of Palermo, from which we draw all our information,

having no duties to levy on goods so nationalised keeps no record of quantities and values.

This premised, the value of imports, indicated in the tables, shows a falling-off of 122,597*l.*, compared with 1891, but it is to be remembered that in that year there was the exhibition, and a considerable amount of commodities was introduced to meet the demand from the expected concourse of visitors, and that the expectation not having been fully realised, there remained a large stock of commodities undisposed of, and this naturally affected the imports of 1892.

Cotton, woollen, and silk goods.

A great falling-off is observable in the cotton, woollen, and silk goods, but a slight increase in the value of the linen goods.

Coal.

113,000 tons of coal were imported in 1892, being 5,000 tons less than in 1891; on the other hand, leather goods, iron, machinery, and chemicals from Germany rose from 22,000*l.* to 64,000*l.* in 1892.

Iron, machinery, and chemicals.

Cereals.

Cereals and other produce of the fields from Russia and Black Sea ports also show an increase of 52,419*l.*

Hides and skins.

Here again an increase also is seen in the value of horned cattle from Roumania.

Petroleum.

The amount of petroleum introduced from the United States during 1892 was considerably less than in 1891 and previous years.

Iron and metals.

Stationery.

There is also a notable decrease in the value of iron and metals from Great Britain, Germany, and Belgium, but a trifling increase is observable in the stationery from the same places.

A startling falling-off of 61,000*l.* in the value of colonials at first sight is manifest, but in this country tobacco is habitually classed as a colonial; deducting, therefore, the 24,000 cwts. of tobacco, about, introduced from the United States, colonials may be said to have been stationary.

British manufactures.

The imports of cotton, woollen, silk, and linen goods have, taken altogether, decreased in 1892, and though they do not show much difference with those of 1891 yet when compared with previous years it is evident that the demand for English goods is yearly on the decline. This is especially the case with Manchester greys and shirtings and Bradford dress goods. Irish bleached linen for shirting is not so much used as it was formerly, and "brown hollands" for dresses are not used at all. The reasons given for this decline are that the increased cost of living in Sicily, owing to heavy taxation and low prices realised for native products, have diminished the purchasing power; moreover, there is a marked improvement in blankets, woollen dress fabrics, calicoes, grey and white domestics, white piqués, and other cotton goods, which are now made in Italy, and serve all the purposes of the native purchaser, for it is really good, although inferior to English. In fact some English firms are now manufacturing, both at Turin and Milan, curtain stuff and all kinds of laces, which, owing to heavy import duties, can no longer be introduced from England. The coarser numbers of linen and table linen are also largely manufactured in this

country. Add to this the competition maintained by Austria, Switzerland, and Germany, especially the latter, whose manufacturers (unlike their English competitors, who merely advertise their wares by sending abroad large numbers of circulars, price lists, &c., all printed in English) send out their own pushing agents and travellers conversant with the language, who accept and promptly execute the smallest orders, quote low prices in Italian currency, deal direct with small retailers, attend to their desires for bright colours and new designs, and, where possible, have goods sent by parcels-post or otherwise delivered speedily and direct into the hands of the merchant here.

Exports.

The exports in 1892 exceed those of 1891 by 133,497*l.* The countries that benefited thereby were—

Country.	Value.
	£
United States..	61,120
Austria	50,678
Great Britain	29,259
Germany	10,963

The exports to France and Belgium fell off by about 8,000*l.* each.

The increase in exports is due to the larger shipments of green fruit to the United States, Great Britain, and Germany.

Sumach. Sumach has also been sent away in larger quantities than in 1891, but by far the most notable increase is in wine, which rose from 18,829*l.* in 1891 to 68,098*l.* in 1892. The bulk of this increase went to Austria, owing to the special convention for the interchange of wines at present in force between Italy and Austria to the prejudice of France.

Wine.

Fruit. The fruit exported from Palermo consists of oranges and lemons, pistachio, almond, and other nuts, besides figs, raisins, &c.; but oranges and lemons, which constitute the green fruit, represent very nearly the whole.

The exports during the twelvemonth ending September 30, 1892, show a decrease when compared with previous seasons, as set forth in the accompanying table. The apparent contradiction with the foregoing remarks arises from the fact that the custom-house returns are from January to December, and relate to all countries, while the fruit shippers' season is from October to September, and the table only shows the part taken by the various American ports in the trade. It is not so easy to procure details of the shipments to Great Britain.

Shipment of Green Fruit in Boxes to the United States from Palermo during the Year 1891–92.

Month.	New York.		Boston.		Philadelphia.		New Orleans.		Baltimore.		Total.	
	Oranges.	Lemons.	Oranges.	Lemons.	Oranges.	Lemons.	Oranges.	Lemons.	Oranges.	Lemons.	Oranges.	Lemons.
	Boxes.	Boxes.	Boxes.	Boxes.	Boxes.	Boxes.	Boxes.	Boxes.	Boxes.	Boxes.	Boxes.	Boxes.
1891—												
October ..	..	5,906	..	4,616	..	..	..	..	..	..	..	10,522
November ..	..	20,403	..	1,917	..	2,800	..	6,657	..	1,159	..	32,936
December ..	7,534	41,719	7,185	4,144	8,494	8,099	956	26,789	..	..	24,169	80,751
1892—												
January ..	12,804	50,566	12,433	23,605	2,406	12,609	1,294	44,266	330	3,933	29,267	134,979
February ..	15,399	54,977	12,872	21,653	2,304	11,275	1,821	34,920	36	1,991	32,432	124,816
March	39,962	107,308	13,061	17,726	846	3,995	1,750	51,817	1,123	6,337	56,742	187,183
April	27,755	79,733	16,996	19,212	2,223	9,738	1,651	38,305	..	..	48,625	146,988
May	19,364	144,033	8,992	33,408	290	10,179	515	30,537	..	..	29,161	218,157
June	6,991	179,485	3,626	19,092	388	19,715	..	..	..	..	11,005	218,292
July	52	121,055	956	24,514	..	8,082	..	..	..	5,241	1,008	158,892
August ..	..	36,309	..	..	..	..	..	..	..	..	..	36,309
September ..	..	11,023	..	..	..	..	..	..	..	..	..	11,023
Total	129,861	852,517	76,121	169,887	16,951	86,492	7,987	233,291	1,489	18,661	232,409	1,360,848
Total, 1890-91	278,433	808,412	165,804	173,944	56,290	84,163	35,567	220,364	5,975	5,261	542,069	1,292,099
„ 1889-90	232,131	899,631	132,161	214,966	67,576	150,317	25,172	252,083	3,179	1,519	460,219	1,518,516
„ 1888-89	249,741	807,770	160,067	247,735	55,035	128,396	35,128	331,368	5,477	7,494	505,448	1,522,763

The cultivation of green fruit in Sicily has increased greatly, and two years ago it was calculated that the number of trees was about 10,000,000, and the produce of fruit nearly 2,000,000,000.

The largest production is obtained in the districts of Palermo, Messina, Catania, and Syracuse. Lemons average the same, or nearly so, in quality in every district, excepting in Messina, where the fruit is generally considered superior. Not so in the case of oranges, the best being grown at Adernō, Biancavilla, and other localities near Catania. Some excellent qualities are found in the neighbourhood of Palermo. Oranges are divided into "common," "blood" oranges, "vainiglia" (or sweet oranges), and those that are "bitter" or "seville" oranges. Lemons present no variety, though they have their designations also, but of no commercial interest and too lengthy to explain.

It is difficult to obtain the exact quantity sent away, because not being subject to any export dues or control no exact record is kept of the boat-loads that leave the shore for the steamers. Shipments are in cases, boxes, and half-boxes, both for oranges and lemons; the wood for making them comes from the United States and also from Fiume. The larger-sized fruit is packed in cases and shipped to the United Kingdom, whilst half-boxes are made expressly for shipment to the United States, in order to prevent the fruit suffering from stowage of tier on tier in the ship's hold. In half-boxes there are only two tiers of fruit, whereas in boxes as many as four and five are placed over one another, and when the fruit ripens on the voyage the weight damages it very much.

The green fruit trade dates from about 60 years ago in the days of sailing ships. Shipments were then made on commission. The perfecting of Fulton's great discovery brought about a revolution in the trade, for not only did it diminish the distance but diverted the course of traffic. The use of the submarine cable added further impetus to the trade by the daily transmission of quotations from the American markets. The quantity of oranges and lemons now grown, doubles, trebles, and quadruples the amount shipped from this country in the days of the sailing ships. This increase, together with the prompt disposal of cargoes in the States, and the facilities of communicating the results obtained, enhanced the value of fruit on this side. This induced the growers to raise their prices, and the American merchants stopped their commissions. The consequence was that the fruit began to be shipped at the exporter's risk entirely, but as this did not lead to the realisation of the shipper's expectations, the merchants here, fearing that their interests were not scrupulously guarded by consignees, sent representatives over. (These were generally younger sons or relatives.) But even this plan does not appear to have met with any great success, for each representative tried his best to induce shippers, not having their own representatives, to send their shipments to him by granting them every facility in his power. In this competition a new system was started, viz., that of advancing money to the shipper in order

to secure shipments. This system became general, and is looked upon as the negation of all trade, for fruit is shipped without, or at least with very little regard to, its ability of resisting a long voyage, and the shipper having already received his advance is not so careful in the selection of the fruit he sends away as he used to be.

Shipowners in some cases have been known to enter into contracts with shippers for a certain number of boxes to be sent away by their vessels for the season on consideration of a certain sum advanced to shippers in the light of an earnest or an "on account" to be accounted for on settlement of freight.

This state of things, coupled with the competition of Spain and the States, together with the fall in prices, presents anything but a bright look out for the future. As an instance of the depressed state of trade, I am told that the proprietor of an orange plantation, who declined a short time ago to part with his fruit for 16,000 fr., cannot find anyone to take it for 9,000 fr.

It is further feared that in a few years hence this trade with the United States will cease altogether, the supplies from Florida and California being sufficient for the demand of the American markets.

The exportation of sumach increased from 262,437*l.* in 1891 to 333,366*l.* in 1892—that is, by about 70,929*l.*, due to the moderate prices ruling. Sumach.

The crops last year were under the average, and the stocks remaining from 1891 and the yield in 1892 have met the demand from the United States and from Great Britain, but by the end of June, 1893, the stocks will, it is thought, be exhausted. Prices are keeping within the average. The prospects of this summer's crop are not very encouraging, as there has been very little rain in the interior of the island, as will be seen under the heading of "Agriculture."

During the first eight months of 1892, 203,638*l.* hectolitres of wine were sent to France, principally from Sicily. This is an important fact, as in the corresponding period of 1891 only 10,890 hectolitres were admitted, and in 1890, 10,525. Notwithstanding the reciprocal closing of the markets of the two countries against wines, &c., this increase is the more remarkable. Wine.

As regards Austria-Hungary, in the first eight months of 1892, 84,047 hectolitres went, as against 8,161 during the same period of 1891, due, as already stated, to the mutual special facilities previously mentioned.

In September, 1892, the exportation of wine to Austria is estimated at about 200,000 hectolitres, which may be equally divided as coming from Sicily and the Puglie.

At Bagheria, Misilmeri, Castellamare, Alcamo, Balestrate, Partinico, Mazzara, and Marsala prices have been steady during the year.

Vines at Terranova, Santa Flavia, Syracusa, and other parts of the island have suffered considerably both from phylloxera and peronospera.

The vintage in 1892 amounted to 4,186,900 hectolitres, whilst in 1891 it was 6,855,600 hectolitres, a decrease in 1892 of about 2,500,000 hectolitres, but though in 1892 it was less in quantity it was compensated in quality, and the demand besides from abroad kept up prices and exhausted some of the stock remaining from previous years, so that in a commercial point of view 1892, with its smaller quantity, was not a bad wine season.

The exports in hectolitres from Palermo, as compared with those of 1891, to the principal countries, were as follows :—

Country.	Quantity.	
	1891.	1892.
	Hectolitres.	Hectolitres.
Austria	250	40,142
France	3,372	2,433
Germany	1,523	3,524
Great Britain	453	1,723
United States	1,940	2,903

Sulphur.

So small is the quantity of sulphur exported from Palermo that all mention is excluded from the tables of exports for 1892. The ports of Catania, Licata, and Port Empedocle (Girgenti) being nearer the mines receive and ship off this mineral abroad. The exportation from these ports in 1892 exceeded the amount shipped in 1891 by 18,000 tons, but we have only received the details for 10 months, which for the corresponding period of 1891 are as follows :—

Country.	Quantity.	
	1891.	1892.
	Tons.	Tons.
United States	18,503	67,928
France	46,382	62,393
Italy	43,903	34,435
Great Britain	20,523	21,105
Russia	12,325	11,408

Notwithstanding this increased exportation the state of the trade is depressing, owing to the constant excess in the output from the mines and consequent depreciation in value. The stock at the outp rts, mentioned at the end of 1892, exceeded that of 1891 by 58,000 tons.

Some mine owners at Caltanissetta are endeavouring to form a syndicate to regulate this excess in output at the mines to pre-

vent over-production and consequent fall in prices. As a rule, when prices are high, mine owners resume operations and depress their own trade by glutting the markets; hence for the necessity felt of organising a syndicate to regulate the supply. But the difficulty apprehended is the inherent distrust Sicilians have of each other, and on this account it is feared it will be of short duration.

When it is remembered that the number of sulphur mines worked in Sicily is about 400, producing an average annual yield of 328,000 tons, valued at 90,000*l.*, and giving employment to nearly 30,000 workmen, the anxiety caused by the present depression can be easily understood, and, in fact, a deputation of Sicilian mine owners waited not long ago upon the Minister of Public Works in the endeavour to obtain a reduction in railway charges on the conveyance of coal, machinery, and other materials essential for the working of the mines, and a memorial at the same time was submitted to the Minister.

Agriculture.

In 1890–91 the autumnal and vernal rains were seasonable, *i.e.*, timely, and therefore propitious to agriculture generally, and, consequently, the results of the crops on that account were, on the whole, favourable. It is only in these latitudes when their fall for various reasons is hastened or retarded that unfavourable results are to be apprehended. It is for this latter cause that the prospects of 1893 are just now causing some alarm lest they should turn out unfavourable, as they were in 1892, or more so, as will be seen from the table of imports that about 100,000 bushels more of cereals were introduced in 1892. Much anxiety is being felt and expressed in the local papers as to the result of this year's crops on account of the scarcity just now experienced. Rain in any adequate proportions ceased in early March, since which, excepting passing showers barely sufficient to wet the surface grass, there has been no rain. The forage crop is said to be almost lost, and that of grain and cereals generally seriously endangered. Indian corn, flax, cotton, and tobacco are so much retarded that their success is problematical. The olive and fruit trees besides and even the vine itself suffers from the same want, aggravated, moreover, by the prevailing dry and hot winds. It is calculated that the actual loss sustained already amounts to 20,000*l.*, and if the present state of things continues much longer it might be doubled or even trebled; at least, this is the opinion of the "Giornale di Sicilia," the leading paper here.

Native industries.

The majority of the people in Sicily being agriculturists their wants are few, particularly among the rural populations, and, therefore, native industries, such as are manufactured elsewhere for home consumption, there are not any, and those that are found in the country are manufactured in central and northern Italy, and are imported into Sicily.

Among the cottagers looms of the old-fashioned type are here and there to be met with, and the peasant women make a coarse kind of linen for family use, and in some cases for local sale. I learn that at Messina there is a factory for making prints and shirtings.

An attempt was made some years ago by Signor Florio, the shipowner and banker, to promote local industries by opening a linen factory, and a manager of his started a glass factory, but both had to be closed after a very short time, notwithstanding the exemption from local dues and other facilities granted by the authorities. The total absence of enterprise and initiative in the Sicilian character may account for the failure of these laudable undertakings.

As a matter of course, the manufacture of such articles as woollen stuffs, silk, and silk stuffs, carpets, &c., is unknown here.

Messina.

Mr. Vice-Consul Pignatorre reports as follows:—

Trade and Commerce.

Trade and commerce.

The value of imports of all kinds for the year 1892 has reached a total amount of 715,106*l.*, while that of the exports during the same period has attained the sum of 1,387,564*l.* As compared with the corresponding figures for the year 1891, the imports show a decline of 63,481*l.*, and the exports an increase of 193,944*l.* The chief articles and materials imported consist of wheat, coals, petroleum, sugar, dried codfish, iron, steel, &c. The exports comprise mainly of olive oil, wine, argol, wine lees, oranges, and lemons, the essence of which forms, likewise, a considerable and increasing item of commerce for Messina.

I have to remark a notable increase in the amount of coal imported during the year 1892, which has surpassed that shipped during the preceing year by 4,993 tons.

Shipping and Navigation.

The total number of vessels which have entered the port of Messina during the year 1892 was 4,325, with an aggregate tonnage of 1,650,615 tons, of which 396 bore the British flag, viz., 373 steamers and 23 sailing vessels, of a collective burthen of 407,067 tons and 2,908 tons respectively, proving an increase both in number and tonnage over the preceding year; the figures for 1891 being 365 steamers and 18 sailing vessels, aggregating severally 388,685 tons and 1,901 tons.

Agriculture.

Agriculture. Wine. Though the amount of wine shipped for abroad has been greater in 1892, this is no fair index of the actual quantity of wine produced, which, indeed, was below the average and inferior to the yield of 1891.

The principal wine for ordinary consumption is the red faro wine, ranging from 45 lire to 50 lire per hectolitre, or 22 imperial gallons, when of a good quality. The wine produced within this Vice-Consular district during the year 1892 amounted to a total of 87,500 hectolitres, or 1,925,788 imperial gallons.

Olive. The olive crop for the year 1892 has been very deficient in quantity, though good in quality; the scarcity of this product was partly due to the excessive droughts which prevailed during last season, and also to the nature of the crop itself, which is of very variable productiveness.

Population and Industry.

Population. The population continues to increase, the last returns issued on December 31, 1892, based on the excess of births over deaths give as result a total of 143,396 souls for city and suburbs, of which 89,731 inhabit the former and 53,665 the latter.

These figures, as compared with those of the regular census taken on December 31, 1881, give an augmentation of 16,947 since that epoch.

This increase is due wholly to natural causes and not to any external or temporary impulse, the principal of these is the healthiness of the city, lying as it does along the narrow straits, and thus enjoying the salubrious north and north-west winds, which go far to temper the summer heats, and to neutralise the bad effects of an insufficient drainage, and of badly ventilated houses.

Industries. In April, 1892, an English manufacturing chemist established a distillery for the extraction of the essence of lemon in a more concentrated form than has hitherto been practised in this place.

The essence thus produced, and which, up to the date of his arrival, had only been manufactured in Austro-Hungary, possesses from 20 to 30 times the strength of the ordinary preparation. Thus the superiority is so remarkable over that prepared according to the prevailing method that it could be sold at a tenfold price and yet leave the purchaser an enormous profit. Moreover, experiments are being tried by the same gentleman for the extraction of lemon essence by a still more efficacious process from that at present in operation. The actual method involves a loss of about 20 per cent., of 12 hours' labour in boiling for the production of 1 lb., and finally an escape of about 10 per cent. of the acid principle, from the fact of the boiling

being performed over an open fire. These inconveniences it is proposed to remedy or lessen, and should the new system be successful, it would have the advantage of avoiding the double waste of the essence and acidity. The extraction of essences of lemon being one of the chief resources of the island, the importance of these improvements achieved or rendered more perfect must be evident.

Public Works.

Railway. The Messina-Cerda line now open to the public since May 25, 1892, extends as far as Patti, a distance of 69 kiloms., or 42 English miles and 7 furlongs. The length added during the past year being 5 English miles.

Tramways. Since the month of December, 1892, the suburb of Gazzi has also been connected with the central portion of the city by a tramway of 1 English mile and 2 furlongs long, so that at present there is an uninterrupted line of communication between Gazzi, to the south, and Tons, to the north, running along the seaboard for a distance of about 12 English miles, with frequent stoppages.

General Remarks.

Public safety. Under the heading of brigandage in Sicily two outrages against wealthy landowners were reported in the columns of the "Daily Telegraph" as having occurred in the province of Catania. This statement was perfectly correct as far as the facts of the case were concerned, but as bearing on the question of general security have given rise to much misapprehension and groundless alarm with respect to their trüe character and importance.

In the interest, therefore, of the tourists and travellers who visit Messina during the winter months, and in common fairness to the inhabitants themselves, I deem it incumbent on me to state that despite the dangerous habit of wearing arms among the lower orders, life and property are generally respected throughout my Vice-Consular district, and that up to this time I am glad to say that even the occasional and desultory acts of highway robbery, which have been reported elsewhere, have never occurred within this district.

On this subject we are too apt to generalise from a distance. Thus under the appellation of Southern Italy, while we include the Abruzzi, the two Calabrias on the mainland, besides the extensive and populous island of Sicily, with its 3,000,000 inhabitants, we neglect to note that each of these divisions contains a population akin, indeed, to that of the others, but differing in many minor particulars, and especially in their

relative love of order and peacefulness of disposition; and thus they are all considered as forming one homogenous whole when viewed through the objective glass of distant prejudice or insufficient knowledge.

Restricting myself to my own personal experience and the testimony of reliable individuals, I can confidently declare that, whatever their other shortcomings, the inhabitants of Messina and its environs are, on the whole, a quiet, sober, and civil race, and that strangers need fear no greater molestation, in their rambles, than they would in the most frequented and fashionable resorts of Western Europe, and that, therefore, the ordinary precautions adopted usually by travellers in other civilised countries will also suffice for their security in Messina.

Crimes of violence are, it is true, not unfrequent, but they are, as I have before-mentioned, to be traced, in my opinion, to the laxity or inefficacy of the law, which permits, in general, the bearing of arms, and occurring as often, if not oftener, within the city walls than in the open country, are, therefore, totally unconnected with any organised system of brigandage, which is, indeed, a thing of the past.

Catania.

Mr. Vice-Consul Elford reports as follows:—

That there was a falling-off in the British shipping that entered and left Catania in 1892 as compared with 1891, the numbers for the two years being:— British shipping.

Year.	Entered.		Cleared.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.
1891	264	275,568	264	275,568
1892	227	232,688	230	234,329
Decrease	37	42,880	34	41,239

The merchandise introduced in 1892 by British vessels was 56,690 tons and that taken away was 48,720 tons.

There was a marked increase in the foreign shipping that entered Catania notably under the Austrian and Greek flags. An Austrian steamship company, under the style of the "Adria," has made Catania a regular port of call for its steamers, and it carries on a brisk trade with other Italian ports and also with France and England. The Greek vessels are engaged in carrying wheat from the Levant to Catania. Foreign shipping.

The Italo-Britannica Steamship Company, under the Italian flag, does the bulk of the carrying trade between Catania and London.

Steamers are now being owned in Catania, the number owned has already been brought up to five.

Sulphur exports.

The exportation of sulphur in 1892 surpassed that of 1891 by 20,948 tons, as shown by the following table :—

Country.	Quantity.	
	1892.	1891.
	Tons.	Tons.
United States	14,774	9,353
India	876	1,039
Great Britain	13,704	11,316
Belgium	305	165
Holland	1,753	839
Germany	10,662	7,993
Denmark, Norway, Sweden	3,818	2,283
Russia	1,772	561
Spain and Portugal	13,251	9,960
France	7,325	1,739
Austria	7,250	7,065
Turkey and Greece	15,720	14,903
Italy	28,786	31,832
Total	119,996	99,048

Prices ruled so high in 1891 and gave such an impetus to the sulphur mining industry that in many cases mineowners found it difficult to procure workmen, or "pickmen," as they are called, as many of this class began work on their own account by opening up old workings where they thought they could earn better wages. The production was, therefore, augmented to such a degree that prices began to decline from the beginning of 1891 till by the end of December they stood at a very low figure. The accompanying diagram shows the variation in price. Unhappily, they have not recovered and mineowners find they cannot go on working their mines so actively as before, and, therefore, a much smaller output is expected in 1893 and a consequent improvement in trade.

The output in 1891 is given at 347,568 tons from 524 mines that were worked in that year, another 100 or so remaining closed.

SYRACUSE.

Vice-Consul Bisani reports as follows :—

Shipping.

Out of the 115 British steamers shown in the return that entered last year, only seven deposited their articles of agreement at the Vice-Consulate, and of the remaining 108, 89 were employed by the Malta Government in carrying Her Majesty's

mails. They carried, besides, passengers and goods. This traffic is between Malta and Syracuse. The rest, 19, having cleared before the harbour-master prior to the expiration of the prescribed 48 hours, evaded the payment of Consular fees, and after obtaining their clearance papers remained taking in cargo at their leisure.

Vintage. The vintage and the oil crop of 1892 resulted in complete failure on account of the peronospera, which damaged both vines and olive trees; the former suffered the most, and where small quantities of must were stored up it was found to have turned sour.

Railways. The railway line between Ragusa and Modica, in continuation of the line between Syracuse and Terranova, will be opened to traffic in the course of the spring.

GIRGENTI.

Mr. Vice-Consul Oates reports as follows:—

Shipping. The number of British ships that entered this port during 1892 was 65, with a tonnage of 76,217, of which 56 were in ballast from Italian and Mediterranean ports and 9 with full cargoes from the United Kingdom. The same number left, 40 to the United States, 5 to France, 10 to Great Britain with cargoes, and 10 in ballast to different ports in the east and Mediterranean.

The total of British and foreign shipping amounted to 242 vessels, and 160,642 tons, in which Italy figured for 113 vessels, gauging 50,098 tons. Then followed Norway and Germany with 27 and 13 respectably.

The same number of vessels cleared.

Imports. Coal. The import consisted only of coal from the United Kingdom, and amounted to nearly 15,000 tons, valued at as many pounds.

Exports. Sulphur The exports were, as hitherto, only of sulphur, and sent to the following countries in the proportion set against them:—

Country.	Quantity.	Value.
	Tons.	£
Great Britain	6,604	30,906
France	50,450	231,515
Germany	3,542	16,576
United States	51,455	240,809
Austria	1,894	8,863
Holland	145	674
Other countries	16,710	78,203
Total	130,800	607,546

Marsala.

Mr. Vice-Consul Gray reports as follows:—

Exports and imports. The return of exports shows an increase on that of 1891, whereas the imports are rather less than those of the corresponding year.

Spirit. The importation of foreign spirit continues to decrease, as, owing to the reduction of tax accorded by Government on spirit made from wine and the comparatively cheap price of poor wines, foreign spirit, although very cheap, costs more than spirit made from wine.

Shipping. The return of vessels trading here does not differ from that of 1891.

Vintage. The vintage of 1892 was far from satisfactory, being quite one-third less than the previous year. Considerable damage was caused to the vines by "peronospera" in the early part of the summer, and shortly after the vintage began the grapes suffered very much from heavy rains, and the weather becoming much colder for a few days, which was followed by a return to great heat, and damp weather, especially at night. The consequence was that the grapes ripened so fast that there was scarcely time to gather them before they became over ripe and rotten.

Prices. Prices of "mosto" (must) were rather higher than last year, and the price of white wine containing less than 2 per 1,000 of sulphate of potash, became quite high, owing to the large demand from Austria-Hungary, whilst red wines remained at a comparatively low price.

New wine. The quality of the new wine is only fairly good.

Trapani.

Mr. Vice-Consul Marino reports as follows:—

Salt. The yield of salt from the salines of Trapani was very deficient on account of the heavy rains which fell in August, and sweetened the water in the salt pans. The quantity produced is calculated only to have amounted to about 150,000 tons. In consequence prices have been proportionately affected, and even reached 7*s.* 6*d.* per ton, f.o.b., on the first stage, export duty paid, whilst during the preceding year prices ruled from 5*s.* 6*d.* to 6*s.* per ton on the same conditions.

Shipping. The number of vessels that entered and cleared this port during 1892 was considerably under that of 1891, which always occurs when quotations are higher than usual. In the case of the diminution of Swedish shipping it is surmised that they procure their supplies elsewhere, notwithstanding the superior quality of Trapani salt.

Wine. The export of Marsala wine, manufactured at Trapani, cannot be said to have increased, but on the other hand the average has been maintained, and it is hoped that the demand from abroad will be steadier than it is.

The import of wheat from the Black Sea ports was considerable, owing to the low prices it had been quoted at, and also owing to the number of mills and macaroni factories that have recently been started in the district of Trapani, and which have been supplied with the latest mechanical improvements. A large quantity of flour, produced by these mills, is sent off to other ports in Italy, and generally considered of good quality and reasonable price. Wheat.

Mr. Marino also points out that the customs returns of imports and exports he obtains do not include the shipments, by means of coasting sailing ships, of wine, &c., to Palermo and other Italian ports, in transit, and destined for France and Switzerland; therefore the returns convey an inadequate idea of the extent of the traffic of his district, which is gradually assuming an active and satisfactory character. Trade returns.

RETURN of British Shipping at the Port of Palermo in the Year 1892.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.								Cleared.							
Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.	Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.			With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
							£								£
93	...	93	93,131	...	93,131	1,972	...	107	...	107	99,418	...	99,418	2,415	...

Indirect or Carrying Trade in British Vessels from and to other Countries.

Entered.								Cleared.							
Countries whence Arrived	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.	Countries to which Departed.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.				With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
								£									£
Italy	238	...	238	266,656	...	266,656	5,817	...	Italy	77	11	88	92,478	8,919	101,397	2,331	...
Austria	7	...	7	8,365	...	8,365	191	...	United States ...	97	...	97	125,641	...	125,641	2,413	...
Greece	5	...	5	4,788	...	4,788	122	...	Turkey	...	34	34	...	33,184	33,184	693	...
Russia	2	...	2	1,700	...	1,700	41	...	Spain	7	4	11	6,481	3,313	9,794	243	...
Morocco	1	...	1	2,468	...	2,468	128	...	Greece	...	4	4	...	3,498	3,498	83	...
Egypt	1	...	1	1,443	...	1,443	32	...	Egypt	...	2	2	...	2,378	2,378	45	...
Roumania ...	1	...	1	1,356	...	1,356	23	...	Russia	...	2	2	...	1,886	1,886	40	...
									Roumania	...	1	1	...	1,049	1,049	21	...
									Portugal	1	...	1	1,006	...	1,006	22	...
									Belgium	1	...	1	825	...	825	22	...
									France	1	...	1	682	...	682	19	...
Total	255	...	255	286,776	...	286,776	6,354	...	Total	184	58	242	227,113	54,227	281,340	5,932	...
Great Britain and colonies ...	93	...	93	93,131	...	93,131	1,972	..	Great Britain and colonies	107	...	107	99,418	...	99,418	2,415	...
Grand total ...	348	...	348	379,907	...	379,907	8,326	...	Grand total ...	291	58	349	326,531	54,227	380,758	8,347	...

RETURN of all Shipping at the Port of Palermo during the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	4	550	344	379,357	348	379,907
Italian	2,199	119,992	1,266	842,484	3,465	962,476
German	...	...	23	23,615	23	23,615
Dutch	...	...	27	26,787	27	26,787
Norwegian and Swedish	...	...	12	6,794	12	6,794
Belgian	...	...	10	8,920	10	8,920
Austrian	3	639	18	16,947	21	17,586
Other countries ...	11	3,349	13	11,930	24	15,279
Total	2,217	124,530	1,713	1,316,834	3,930	1,441,364
,, for the year preceding ...	2,602	432,790	1,854	1,836,766	4,456	2,269,556

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	4	550	345	380,208	349	380,758
Italian	2,124	124,451	1,289	863,708	3,413	988,159
German	...	...	23	23,615	23	23,615
Dutch	...	...	26	26,000	26	26,000
Norwegian and Swedish	...	...	10	6,045	10	6,045
Belgian	...	...	10	8,920	10	8,920
Austrian	3	639	18	16,947	21	17,586
Other countries ...	13	3,651	13	11,930	26	15,581
Total	2,144	129,291	1,734	1,337,373	4,878	1,466,664
,, for the year preceding ...	2,590	431,190	1,847	1,834,112	4,437	2,265,302

RETURN of Principal Articles of Import to Palermo during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Cotton goods and yarns	Cwts. ...	7,865	74,630	10,711	114,399
Woollen ,, ,, ...	,, ...	3,534	78,564	4,679	108,643
Silken ,, ,, ...	,, ...	262	43,143	345	62,966
Linen ,, ,, ...	,, ...	12,273	15,470	7,006	10,674
Coals	Tons ...	113,070	117,597	103,187	118,233
Cereals and vegetable produce ...	Bushels ...	534,769	147,007	432,011	94,588
Hides and skins	Cwts. ...	2,740	24,175	3,357	21,114
Animals and their produce ...	...	...	80,625	...	74,260
Petroleum	Gallons ...	767,888	23,735	779,086	29,746
Colours and dyes	Cwts. ...	10,767	7,840	15,076	5,368
Iron and metals	Tons ...	5,489	66,471	2,510	83,602
Machinery	,, ...	513	28,566	320	24,926
Glassware	Cwts. ...	7,769	10,734	13,422	18,955
Timber and furniture	,, ...	277,325	43,851	284,514	58,231
Colonials	,, ...	7,450	46,374	38,291	107,247
Chemicals	,, ...	16,653	9,761	15,057	15,086
Other articles	...	...	63,544	...	56,648
Total	...	...	882,087	...	1,004,686

RETURN of Principal Articles of Export from Palermo during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Green and dry fruits	...	...	511,052	...	431,337
Sumach	Cwts. ...	754,545	333,366	606,796	262,437
Sulphur	,, ...	...	...	8,892	1,444
Oils	Gallons ...	284,746	77,650	175,780	55,262
Cereals	Bushels ...	117,206	23,140	123,267	23,935
Manna	Cwts. ...	825	5,875	3,097	22,069
Tartar	,, ...	48,468	98,696	49,977	132,279
Animals and their produce ...	...	...	13,076	.	15,385
Lemon juice	Gallons ...	144,474	3,517	49,764	21,224
Wine...	,, ...	1,167,254	68,098	271,348	18,827
Other articles	...	...	24,551	...	41,324
Total	..	...	1,159,021	...	1,025,523

TABLE showing the Total Value of all Articles Exported from Palermo and Imported to Palermo from and to Foreign Countries during the Years 1892–91.

Country.	Exports.		Imports.	
	1892.	1891.	1892.	1891.
	£	£	£	£
Great Britain	332,623	303,364	310,267	378,178
France	143,049	151,156	98,130	125,964
Germany	33,208	22,245	129,773	64,850
United States	499,591	488,471	61,411	227,504
Austria	68,344	17,666	64,697	81,186
Holland	36,968	39,838	27,749	17,703
Turkey	6,331	916	44,867	22,844
Russia	5,774	4,083	104,632	53,831
Belgium	1,091	9,330	14,013	8,588
Other countries ..	32,041	38,454	26,548	24,038
Total	1,159,020	1,025,523	882,087	1,004,686

RETURN of Principal Articles of Export from Messina during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Wine...	Gallons ...	884,022	50,918	350,488	23,972
Olive oil	Cwts. ...	80,173	179,030	25,445	61,988
Essences	,, ...	5,042	158,656	4,573	143,902
Argol and wine lees	,, ...	101,812	206,682	122,590	328,522
Lemon juice	,, ...	35,538	53,990	41,472	67,354
Oranges and lemons	,, ...	1,039,819	379,958	854,125	311,512
Almonds	,, ...	18,521	71,444	12,581	5,972
Walnuts and filberts	,, ...	92,384	112,526	68,132	82,986
Dried fruits...	,, ...	112,042	116,412	3,976	5,914
Seeds	,, ...	2,799	4,548	889	1,044
Other articles	...	...	53,400	...	185,600
Total	...	...	1,387,564	...	1,213,766

RETURN of the Principal Articles of Import to Messina during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Mineral oil	Cwts. ...	33,571	11,502	27,077	11,542
Coffee	,, ...	2,593	12,110	2,792	13,036
Sugar	,, ...	370	330	356	328
Cotton goods	,, ...	3,060	31,069	3,365	34,166
Woollen ,, ...	,, ...	1,020	27,767	997	27,122
Hides and skins	,, ...	19,312	66,038	20,458	64,380
Iron	,, ...	26,135	10,146	35,447	14,392
Pig-iron	,, ...	21,108	6,244	15,298	2,795
Steel	,, ...	598	831	553	768
Window glass	,, ...	455	1,313	2,738	1,390
Coals...	Tons ...	70,682	74,612	65,689	74,750
Wheat	Cwts. ...	55,562	116,548	59,475	108,488
Stock, codfish, and herrings ...	,, ...	55,850	68,098	40,107	48,852
Other articles	...	...	288,498	...	376,578
Total	...	...	715,106	...	778,587

RETURN of all Shipping at the Port of Messina during the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	23	2,908	373	407,067	396	409,975
Italian	2,115	92,348	1,543	986,133	3,658	1,079,481
German	...	...	40	35,217	40	35,217
Austrian	1	237	46	34,520	47	34,757
Greek	9	1,929	11	10,807	20	12,736
Other countries ...	7	1,342	157	78,107	164	79,449
Total	2,155	98,764	2,170	1,551,851	4,325	1,650,615
,, for the year preceding ...	1,955	95,888	2,008	1,275,132	3,963	1,371,020

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	23	2,908	365	399,054	388	401,962
Italian	1,916	10,129	1,537	982,890	3,453	993,019
German	...	...	40	35,217	40	35,217
Austrian	1	237	45	33,220	46	33,457
Greek	7	1,511	11	10,807	18	12,318
Other countries ...	4	915	153	76,001	157	76,916
Total	1,951	15,700	2,151	1,537,189	4,102	1,552,889
,, for the year preceding...	1,869	91,817	1,993	1,264,557	3,862	1,356,374

Annex A.—Return of all Shipping at the Port of Syracuse during the Year 1892.

Entered.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	115	56,557	115	56,557
Italian	589	43,417	240	132,320	829	175,737
Norwegian	...	...	12	5,281	12	5,281
Austrian	1	286	10	7,164	11	7,450
German	...	...	1	3,452	1	3,452
Greek	6	1,054	1	645	7	1,699
Total	596	44,757	379	205,419	975	250,176

Cleared.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	113	54,601	113	54,601
Italian	577	41,102	240	132,320	817	173,422
Norwegian	...	...	12	5,281	12	5,281
Austrian	1	286	10	7,164	11	7,450
German	...	...	1	3,452	1	3,452
Greek	5	674	1	645	6	1,319
Total	583	42,062	377	203,463	960	245,525

TABLE showing the Total Value of Exports from Syracuse during the Year 1892.

Articles.	Great Britain and Colonies.		Austria.		France.		Other Countries, mostly Italy.		Total.	
	Quantity.	Value	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£	Tons.	£	Tons.	£	Tons.	£
Oil	821	26,272	..	..	..	..	600	19,200	1,421	45,472
Husks	1,600	2,400	..	..	..	..	7,000	10,500	8,600	12,900
Cheese	215	8,600	..	..	..	..	..	..	215	8,600
Firewood	2,200	1,100	..	..	..	..	..	..	2,200	1,100
Locust beans	500	2,000	..	..	800	3,200	2,300	9,200	3,600	14,400
Oranges and lemons	500	2,000	8,500	27,200	..	..	..	..	9,000	29,200
Orange and lemon peel	1,800	6,300	..	..	..	..	..	..	1,800	6,300
Almonds	..	..	..	..	25	1,300	150	7,800	175	9,100
Wine	125	1,000	600	4,800	..	..	2,125	17,000	2,850	22,800
Sundry goods	280	762	..	..	..	..	1,370	4,725	1,650	5,487
Total	8,041	50,434	9,100	32,000	825	4,500	13,545	68,425	31,511	155,359

TABLE showing the Total Value of Imports at Syracuse during the Year 1892.

Articles.	Great Britain and Colonies.		Austria.		Turkey.		Other Countries, mostly Italy.		Total.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£	Tons.	£	Tons.	£	Tons.	£
Coals	2,800	3,500	..	..	..	..	..	..	2,800	3,500
Wheat	..	..	..	..	1,500	14,250	700	8,450	2,200	22,700
Barley	..	..	..	..	..	..	2,300	14,950	2,300	14,950
Wine	..	..	..	..	..	..	1,300	10,400	1,300	10,400
Steel and iron	..	..	..	..	..	..	2,700	24,977	2,700	24,977
Colonials	..	..	..	..	..	..	165	2,800	165	2,800
Charcoal	..	..	..	..	..	..	3,600	11,525	3,600	11,525
Timber	..	..	1,700	13,600	260	2,080	..	..	1,960	15,680
Petroleum	..	..	..	..	..	..	666	18,000	666	18,000
Salt fish	..	..	..	..	..	..	170	2,720	170	2,720
Sundry goods	..	..	..	..	..	..	45	1,757	45	1,757
Total	2,800	3,500	1,700	13,600	1,760	16,330	11,646	95,579	17,906	129,009

RETURN of British Shipping at the Port of Girgenti in the Year 1892.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.								Cleared.							
Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.	Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.			With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
9	2	11	8,945	2,153	11,107	228	£ 14,949	9	...	9	8,878	...	8,878	204	£ 14,826

Indirect or Carrying Trade in British Vessels from and to other Countries.

Entered.								Cleared.							
Countries whence Arrived.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.	Countries to which Departed.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.				With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
								£									£
Italy	...	41	41	...	49,159	49,159	957	...	America	40	...	40	53,193	...	53,193	995	193,764
France	...	3	3	...	3,375	3,375	68	...	Turkey	...	5	5	...	5,295	5,295	110	...
Spain	...	3	3	...	3,223	3,223	74	...	France	5	...	5	4,138	...	4,138	95	34,404
Greece	...	1	1	...	1,402	1,402	25	...	Africa	...	2	2	...	2,319	2,319	47	...
Egypt	...	2	2	...	3,209	3,209	56	...	Australia	1	...	1	755	...	755	17	5,616
Africa	...	1	1	...	821	821	19	...	Spain	...	1	1	...	714	714	20	...
Austria	...	2	2	...	2,764	2,764	63	...	Greece	...	1	1	...	829	829	19	...
Portugal	...	1	1	...	1,157	1,157	26	...	Italy	...	1	1	...	96	96	9	...
Total	...	54	54	...	65,110	65,110	1,288	...	Total ...	46	10	56	58,086	9,253	67,339	1,312	233,784

RETURN of British and Foreign Shipping (Direct and Indirect) at the Port of Girgenti during the Year 1892.

ENTERED.

Nationality.	Direct.		Indirect.		Total.		Value.
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	
							£
British	11	11,107	54	65,110	65	76,217	14,949
Italian	84	42,627	29	7,471	113	50,098	...
Norwegian ...	...	...	27	9,630	27	9,630	...
German	...	...	13	11,146	13	11,146	...
Dutch	...	...	1	681	1	681	...
Austrian	...	...	1	425	1	425	...
Greek	...	...	2	1,406	2	1,406	...
Spanish	...	...	7	1,942	7	1,942	...
Belgian	...	...	7	5,723	7	5,723	...
Danish	...	...	3	1,970	3	1,970	...
French	...	...	1	237	1	237	...
Turkish	...	...	1	476	1	476	...
Russian	...	...	1	691	1	691	...
Total	95	53,734	147	106,908	242	160,642	14,949

CLEARED.

Nationality.	Direct.		Indirect.		Total.		Value.
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	
							£
British	9	8,878	56	67,339	65	76,217	248,610
Italian	35	3,083	78	47,015	113	50,098	210,973
Norwegian ...	2	1,699	25	7,931	27	9,630	60,914
German	11	9,947	2	1,199	13	11,146	23,832
Dutch	1	681	...	...	1	681	961
Austrian	...	...	1	425	1	425	2,268
Greek	...	...	2	1,406	2	1,406	12,706
Spanish	2	387	5	1,555	7	1,942	16,015
Belgian	7	5,723	...	...	7	5,723	17,811
Danish	...	...	3	1,970	3	1,970	6,048
French	1	237	...	...	1	237	1,815
Turkish	...	...	1	476	1	476	4,989
Russian	...	...	1	691	1	691	1,404
Total	68	30,635	174	130,007	242	160,642	607,546

RETURN of British and Foreign Shipping (with Cargo and in Ballast) at the Port of Girgenti during the Year 1892.

ENTERED.

Nationality.	With Cargo.		In Ballast.		Total.		Value.
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	
							£
British	9	8,954	56	67,263	65	76,217	14,949
Italian	...	...	113	50,098	113	50,098	...
Norwegian ...	...	...	27	9,630	27	9,630	...
German	...	...	13	11,146	13	11,146	...
Dutch	...	...	1	681	1	681	...
Austrian	...	...	1	425	1	425	...
Greek	...	...	2	1,406	2	1,406	...
Spanish	...	...	7	1,942	7	1,942	...
Belgian	...	...	7	5,723	7	5,723	...
Danish	...	...	3	1,970	3	1,970	...
French	...	...	1	237	1	237	...
Turkish	...	...	1	476	1	476	...
Russian	...	...	1	691	1	691	...
Total	9	8,954	233	151,688	242	160,642	14,949

CLEARED.

Nationality.	With Cargo.		In Ballast.		Total.		Value.
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	
							£
British	55	66,964	10	9,253	65	76,217	248,610
Italian	113	50,098	...	...	113	50,098	210,973
Norwegian ...	27	9,630	...	...	27	9,630	60,914
German	1	11,146	...	...	1	11,146	2,268
Dutch	13	681	...	...	13	681	23,832
Austrian	1	425	...	...	1	425	961
Greek	2	1,406	...	...	2	1,406	12,706
Spanish	7	1,942	...	...	7	1,942	16,015
Belgian	7	5,723	...	...	7	5,723	17,011
Danish	3	1,970	...	...	3	1,970	6,048
French	1	237	...	...	1	237	1,815
Turkish	1	476	...	...	1	476	4,989
Russian	1	691	...	...	1	691	1,404
Total	232	151,389	10	9,253	242	160,642	607,546

Annex A.—Return of British Shipping at the Port of Marsala in the Year 1892.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.								Cleared.							
Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.	Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.			With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
3	84	87	1,971	4,326	6,297	707	£ 917	122	...	122	26,025	...	26,025	1,344	£ 87,140

Indirect or Carrying Trade in British Vessels from and to other Countries.

Entered.								Cleared.							
Country whence Arrived.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.	Countries to which Departed.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.				With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
Italy	1	30	31	1,049	20,278	20,278	609	£ 420	Italy	1	1	2	57	70	127	16	£ 41
Tunis	...	4	4	...	205	205	26	...	Tunis	4	...	4	206	...	206	22	1,591
									France	2	...	2	1,870	...	1,870	39	2,340
Total ...	1	34	35	1,049	20,483	21,532	635	420	Total	7	1	8	2,133	70	2,203	77	3,972

Annex A.—Return of all Shipping at the Port of Marsala during the Year 1892.

Entered.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	90	4,621	32	23,208	122	27,829
German	...	...	7	6,621	7	6,621
Danish	...	...	5	3,569	5	3,569
Italian	1,214	42,035	212	100,107	1,426	142,142
Total	1,304	46,656	256	133,505	1,560	180,161
,, for the year preceding ...	1,341	51,819	253	131,927	1,594	183,746

Cleared.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	98	5,020	32	23,208	130	28,228
German	...	...	7	6,621	7	6,621
Danish	...	...	5	3,569	5	3,569
Italian	972	37,480	212	100,107	1,184	137,587
Total	1,070	42,500	256	133,505	1,326	176,005
,, for the year preceding ...	1,358	52,429	253	131,927	1,611	184,356

Annex B.—Return of the Principal Articles of Export from Marsala during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Wine	Pipes ...	102,103	522,767	96,911	331,949
,, lees (dried)	Tons ...	538	21,535	144	8,640
Green fruit...	Cwts. ...	160	58	...	...
Dried ,, ...	,, ...	280	174	...	...
Beans	,, ...	100	34	...	...
Cheese	,, ...	22	75	646	1,678
Olive oil	,, ...	50	110	2,430	4,252
Sea salt	Tons ...	300	138	...	...
Other articles	...	...	114,050	...	
Total	...	...	658,941	...	346,519

RETURN of the Principal Articles of Import to Marsala during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Coffee and sugar	Cwts. ...	162	670	211	864
Coal	Tons ...	1,018	1,059	2,536	2,637
Bran	Cwts. ...	217	67	224	71
Staves	Thousands	600	10,800	815	14,670
Cattle	Head ...	124	361	...	...
Iron	Tons ...	96	772	102	765
Grain	Quarters ...	848	1,988	1,781	4,665
Petroleum	Tons ...	411	2,799	454	6,710
Spirit	Pipes ...	310	3,100	671	6,710
Wood for building purposes ...	Tons ...	146	366	...	...
Cloth	Cwts. ...	35	494	...	...
Other articles	...	...	10,971	...	644
Total	...	...	33,137	...	37,736

Annex C.—TABLE showing the Total Value of all Articles Exported from Marsala and Imported to Marsala from and to Foreign Countries during the Years 1892–91.

Country.	Exports.		Imports.	
	1892.	1891.	1892	1891.
	£	£	£	£
America	1,182	2,860	12,160	21,092
Great Britain and colonies	185,424	84,411	9,369	4,452
Italy	343,402	204,271	..	..
France	28,395	7,034	1,456	..
Germany and Russia ..	23,046	26,436	3,230	6,710
Tunis and other foreign countries	77,492	21,507	6,922	5,482
Total	658,941	346,519	33,137	37,736

Return of British and Foreign Shipping at the Port of Trapani during the Year 1892.

Entered.

Nationality.	With Cargoes.			In Ballast.			Total.			Value of Cargoes.
	Number of Vessels.	Tons.	Crews.	Number of Vessels.	Tons.	Crews.	Number of Vessels.	Tons.	Crews.	
										£
British	18	20,787	340	32	3,830	273	50	24,617	613	..
Italian	7	4,201	89	31	18,101	393	38	22,302	482	..
Swedish and Norwegian	1	366	11	82	45,184	1,272	83	45,550	1,283	..
Austrian	5	4,061	87	10	5,029	122	15	9,090	209	..
American	..	..	..	8	7,599	110	8	7,599	110	..
Russian	3	922	28	7	3,851	62	10	4,773	90	..
German	1	720	15	..	..	..	1	720	15	..
Turkish	1	476	15	..	..	..	1	476	15	..
Greek	7	6,281	140	..	..	..	7	6,281	140	..
Danish	1	266	12	..	..	..	1	266	12	..
Other countries ..	..	..	..	1	125	5	1	125	5	..
Total ..	44	38,080	737	171	83,719	2,237	215	121,799	2,974	..

RETURN of British and Foreign Shipping at the Port of Trapani during the Year 1892—continued.

CLEARED.

Nationality.	With Cargoes.			In Ballast.			Total.			Value of Cargoes.
	Number of Vessels.	Tons.	Crews.	Number of Vessels.	Tons.	Crews.	Number of Vessels.	Tons.	Crews.	
										£
British	33	9,269	284	17	15,348	329	50	24,617	613	..
Italian	38	22,802	482	..	..	..	38	22,302	482	..
Swedish and Norwegian	33	45,550	1,283	..	..	..	33	45,550	1,283	..
Austrian	11	5,665	135	4	3,425	74	15	9,090	209	..
American	8	7,599	110	..	..	..	8	7,599	110	..
Russian	10	4,773	90	..	..	..	10	4,773	90	..
German	1	720	15	..	..	..	1	720	15	..
Turkish	..	..	..	1	476	15	1	476	15	..
Greek	..	..	..	7	6,281	140	7	6,281	140	..
Danish	..	..	..	1	266	12	1	266	12	..
Other countries ..	1	125	5	..	..	..	1	125	5	..
Total ..	185	96,003	2,404	30	25,796	570	215	121,799	2,974	..

Annex B.—Return of all Shipping at the Port of Trapani during the Year 1892.

Entered.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	32	5,887	18	18,730	50	24,617
Italian	29	15,850	9	6,452	38	22,302
Swedish and Norwegian	11	5,645	72	39,905	83	45,550
Austrian	11	5,665	4	3,425	15	9,090
American	8	7,599	...	...	8	7,599
Russian	10	4,773	...	...	10	4,773
German	...	...	1	720	1	720
Turkish	...	...	1	476	1	476
Greek	...	...	7	6,281	7	6,281
Danish	...	...	1	266	1	266
Other countries ...	1	125	...	...	1	125
Total	102	45,544	113	76,255	215	121,799

Cleared.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	32	5,887	18	18,730	50	24,617
Italian	29	15,850	9	6,452	38	22,302
Swedish and Norwegian	11	5,645	72	39,905	83	45,550
Austrian	11	5,665	4	3,425	15	9,090
American	8	7,599	...	...	8	7,599
Russian	10	4,773	...	...	10	4,773
German	...	...	1	720	1	720
Turkish	...	...	1	476	1	476
Greek	...	...	7	6,281	7	6,281
Danish	...	...	1	266	1	266
Other countries ...	1	125	...	...	1	125
Total	102	45,544	113	76,255	215	121,799

Return of the Principal Articles of Export from Trapani during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Marine spirits	Tons ...	141,521	51,301	219,288	60,304
Wine	Gallons ...	90,300	13,650	104,588	15,972
Planks	Tons ...	...	...	251	502
Empty casks	Number ...	8,487	1,690	10,850	2,441
Stones for building	Tons ...	455	910	126	252
Macaroni	,, ...	29	464	10	120
Seeds	,, ...	2	36	14	252
Salted sardines	,, ...	181	5,430	247	7,410
Cheese	,, ...	18	1,368	40	3,040
Esparto ropes	,, ...	127	3,556	52	1,456
Beans	,, ...	611	4,888	...	...
Other articles	,, ...	5,322	6,975	4,980	6,428
Total	...	...	90,268	...	98,177

RETURN of the Principal Articles of Import to Trapani during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Coal	Tons ...	15,549	15,549	13,320	13,320
Wheat	,, ...	26,339	210,712	11,199	95,192
Olive oil	,, ...	...	...	1	36
Alcohol	,, ...	98	2,352	162	3,888
Petroleum	,, ...	323	3,392	323	3,392
Iron sheets, bars, hoops, tubes, &c.	,, ...	326	2,750	343	2,925
Zinc plates	,, ...	2	44	6	132
Roof tiles	,, ...	285	570	...	...
,, ...	Number ...	...	...	15,700	31
Cotton cloths	Kilos. ...	648	100	450	70
Woollen ,, ...	,, ...	1,554	204	1,559	210
Esparto weed	Tons ...	419	5,820	111	1,554
Seeds	Kilos. ...	270	5,670	30	630
Cattle	Number ...	123	2,460	379	7,580
Horses, mules, and donkeys ...	,, ...	34	170	258	1,290
Salted fish	Tons ...	231	693	310	930
Sponges	Kilos. ...	1,699	26	...	...
,, ...	Tons ...	...	...	3	49
Empty cases	Number ...	1,699	297	778	140
Coffee	Tons ...	13	1,573	...	...
,, ...	Kilos. ...	...	...	10,520	1,271
Planks	Tons ...	487	9,740	3,705	31,492
Other articles	,, ...	4,040	31,751	7,311	43,866
Total	...	...	293,873	...	207,998

Annex C.—TABLE showing the Total Value of all Articles Exported from Trapani and Imported to Trapani from and to Foreign Countries during the Years 1892–91.

Country.	Exports.		Imports.	
	1892.	1891.	1892.	1891.
	£	£	£	£
England	12,249	7,980	18,443	16,377
Turkey	8,124	14,789	222,921	98,446
Tunis	8,864	2,444	2,927	8,955
United States of America	19,256	19,100	2,000	3,392
Sweden and Norway ..	24,414	25,280	5,000	11,292
Russia	3,006	5,330	1,392	..
Brazil	..	..	1,573	2,756
Austria	2,500	6,250	4,740	20,200
Germany	3,000	3,750	2,352	3,888
Spain	..	1,000	..	..
France	880	..	774	1,582
Other countries ..	7,975	12,254	31,751	41,110
Total	90,268	98,177	293,873	207,998

(75 7 | 93—H & S 1550)

DIAGRAM SHEWING PRICES OF BRIMSTONE, F.O.B. CATANIA DURING 1892.

TAKING UNMIXED BEST THIRDS AS A BASIS.

£ Sterling	5.6.0	5.5.0	5.1.4	4.16.6	4.9.8	4.2.7	4.1.0	3.19.8	4.0.0	4.0.0	4.0.0	4.1.10	4.3.7	4.3.7	4.3.7	4.3.9	4.4.0	4.1.10	3.18.8	3.16.7	3.10.6	3.9.5	3.9.5	3.9.0	per Ton, 20 Cwt.

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1182.	Marseilles	1½d.
1183.	Warsaw	1d.
1184.	Piræus	1½d.
1185.	Callao	1d.
1186.	Jerusalem	½d.
1187.	Chefoo	1½d.
1188.	Munich	2d.
1189.	Resht	1d.
1190.	Batavia	1½d.
1191.	Batoum	1½d.
1192.	Tainan	1d.
1193.	Amoy	1d.
1194.	Zanzibar	4d.
1195.	Corunna	2d.
1196.	Algiers	15½d.
1197.	Pakhoi	1d.
1198.	Nice	1½d.
1199.	Kiungchow	1½d.
1200.	Aleppo	1d.
1201.	Stettin	4½d.
1202.	Swatow	1d.
1203.	Charleston	2½d.
1204.	Syra	1d.
1205.	New Orleans	2½d.
1206.	Suakin	1½d.
1207.	Caracas	1d.
1208.	Somali Coast	1d.
1209.	Nantes	1d.
1210.	Tahiti	2d.
1211.	Ichang	3½d.
1212.	Wênchow	1d.
1213.	Havana	2d.
1214.	Cagliari	1d.
1215.	Old Calabar	½d.
1216.	Foochow	1d.
1217.	Wuhu	1d.
1218.	Vera Cruz	1½d.
1219.	San José	1d.
1220.	Antwerp	1d.
1221.	Mogador	2½d.
1222.	Berlin	1½d.
1223.	Rome	1d.
1224.	Constantinople	6½d.
1225.	Barcelona	2½d.
1226.	Madeira	5½d.
1227.	Söul	1½d.
1228.	Chinkiang	1d.
1229.	Newchwang	1d.
1230	Chungking	1½d.
1231.	Hankow	1d.
1232.	Odessa	2d.
1233.	Chicago	3d.
1234.	Taganrog	2½d.
1235.	Ningpo	1d.
1236.	Mannheim	1d.
1237.	Dunkirk	1d.
1238.	Macao and Timor	1d.
1239.	Madrid	½d.
1240.	Port-au-Prince	2d.
1241.	Frankfort	3d.
1242.	Erzeroum	1d.
1243.	Palermo	3½d.
1244.	Naples	1d.
1245.	Guatemala	1d.
1246.	Madrid	1d.
1247.	Gothenburg	2d.

No. 1248.

Reference to previous Report, Annual Series No. 1079.

ITALY.

BRINDISI.

Consul Cocoto to the Earl of Rosebery.

My Lord, *Brindisi, May* 20, 1893.

I HAVE the honour to transmit herewith my Annual Report on the Commerce and Agriculture of the Province of Lecce for the year 1892, together with some Notes on the Projected Waterworks at Brindisi.

I have, &c.
(Signed) S. G. COCOTO.

Report on the Commerce and Agriculture of the Province of Lecce for the Year 1892 *and the Projected Waterworks at Brindisi.*

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RETURN of all Shipping at the Ports of Brindisi, Gallipoli, and Taranto during 1892–91.

ENTERED.

Nationality.	Sailing.		Steam.		Total, 1892.		Total, 1891.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	13	1,514	196	396,869	209	398,383	261	457 683
Italian	621	47,089	993	871,201	1,614	918,290	1,521	749,651
Austrian	21	1,405	302	398,134	323	399,539	293	320,413
Greek	75	2,372	2	1,496	77	3,868	85	5,765
German..	..	..	35	41,023	35	41,023	39	42,176
Norwegian	1	107	46	17,903	47	18,010	28	10,049
Turkish..	70	1,817	..	..	70	1,817	51	1,739
Montenegrian	21	529	..	..	21	529	..	..
Danish	2	387	5	3,483	7	3,870	..	..
Russian..	..	..	1	319	1	319	..	..
Other countries	..	..	..	..	..	..	66	12,517
Total	824	55,220	1,580	1,730,428	2,404	1,785,648	2,349	1,599,993
„ 1891	898	57,523	1,451	1,542,470	2,349	1,599,993	..	..
Difference	— 74	— 2,303	+ 129	+ 187,958	+ 55	+ 185,655	..	..

RETURN of all Shipping at the Ports of Brindisi, Gallipoli, and Taranto during 1892–91—continued.

CLEARED.

Nationality.	Sailing.		Steam.		Total, 1892.		Total, 1891.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	13	1,514	196	396,869	209	398,583	261	457 683
Italian	614	46,532	992	870,271	1,606	916,803	1,517	749,331
Austrian	21	1,405	302	398,134	323	399,539	298	320,413
Greek	73	2,280	2	1,496	75	3,776	83	5,694
German	..	..	34	39,943	34	39,943	38	41,096
Norwegian	1	107	46	18,083	47	18,190	23	7,821
Turkish	70	1,800	..	..	70	1,800	51	1,739
Montenegrian	20	500	..	..	20	500	..	..
Russian	..	..	1	319	1	319	..	..
Danish	..	..	5	3,483	5	3,483	..	..
Other countries	..	..	..	..	..	..	66	12,517
Total, 1892	812	54,138	1,578	1,728,598	2,390	1,782,736	2,337	1,596,294
„ 1891	892	57,132	1,445	1,539,162	2,337	1,596,294	..	..
Difference	− 80	− 2,994	+ 133	+ 189,436	+ 53	+ 186,442	..	..

IMPORTATION and Exportation to and from the Ports of the Province of Lecce, viz., Brindisi, Gallipoli, and Taranto during the Year 1892.

Articles.	Importation.			Exportation.			Total.		
	Coastwise.	International.	Total.	Coastwise.	International.	Total.	Coastwise.	International.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Colonials	1,112	114	1,226	..	..	..	1,112	114	1,226
Timber	5,846	6,218	12,064	..	..	..	5,846	6,218	12,065
Iron	250	200	450	1,200	..	1,200	1,450	200	1,650
Building materials ..	2,800	..	2,800	..	..	..	2,800	..	2,800
Cereals	3,533	3,577	7,110	9,969	40	10,009	13,502	3,617	17,119
Sulphur	3,965	..	3,965	..	..	..	3,965	..	3,965
Oils	..	2,037	2,037	10,857	5,670	16,527	10,857	7,707	18,564
Fruits	..	..	..	8,138	5,396	13,534	8,138	5,396	13,534
Flour	8,646	..	8,646	250	..	250	8,896	..	8,896
Coal	4,500	139,047	143,547	..	..	..	4,500	139,047	143,547
Wine	..	..	..	37,463	6,627	44,090	37,463	6,627	44,090
Textiles	3,301	..	3,301	..	..	..	3,301	..	3,301
Other articles	61,959	23,104	85,063	23,630	11,534	35,164	85,589	34,638	120,227
Total	95,912	174,297	270,209	91,507	29,267	120,774	187,419	203,564	390,983
„ 1891	95,063	170,663	265,726	87,311	19,565	106,876	182,374	190,228	372,602
Increase	849	3,634	4,483	4,196	9,702	13,898	5,045	13,336	18,381

Which may be summarised as follows:—

Port.	Imports.	Exports.	Total.	
			1892.	1891.
	Tons.	Tons.	Tons.	Tons.
Brindisi..	221,010	75,476	296,486	279,961
Gallipoli	17,981	30,055	48,036	42,518
Taranto..	31,218	15,243	46,461	50,123
Total, 1892 ..	270,209	120,774	390,983	372,602
„ 1891 ..	265,726	106,876	372,602	
Increase	+ 4,483	+ 13,898	+ 18,381	

Brindisi.

Maritime operations.

The increase in the maritime operations of this port referred to in previous reports has been fully maintained, the figures having been during recent years as follows:—

Total tonnage.

Year.	Number of Vessels.	Tons.
1889	1,265	1,291,554
1890	1,370	1,222,858
1891	1,401	1,234,356
1892	1,306	1,600,160

The falling-off in the number of vessels by nearly 100 is explained by the port having been frequented by only 179 sailing vessels of 10,042 tons, as against 350 vessels of 23,143 tons the previous year. On the other hand, a larger number of Italian and Austrian steamers of heavy tonnage frequented the port than formerly, partly compensating for the loss in the number of sailing vessels and largely increasing the total tonnage.

British colliers.

The 51 British steamers which arrived at Brindisi with full cargoes of coal and pitch, as also four which called in ballast for orders, had without exception to seek their return cargoes elsewhere, 34 proceeding to Constantinople and Black Sea ports, 9 to Egypt and Tripoli, 4 to Greece, 3 to Austria, 1 each to Tunis, Algiers, and the United States, 2 returning to Cardiff in ballast.

Low rates of freight have had an adverse effect on the employment of steamers generally in the Mediterranean.

Shipping.

RETURN of all Shipping at the Port of Brindisi during the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons	Number of Vessels.	Tons.
British	...	...	188	388,160	188	388,160
Italian	150	16,599	593	550,932	743	567,531
German	...	...	30	35,744	30	35,744
Greek	50	1,792	2	1,496	52	3,238
Norwegian	...	...	13	4,576	13	4,576
Austrian	3	99	296	393,539	299	393,638
Montenegrin ...	21	529	...	...	21	529
Turkish	70	1,817	...	...	70	1,817
Total	294	20,836	1,122	1,374,627	1,416	1,395,463
,, for the year preceding ...	350	23,143	1,051	1,211,213	1,401	1,234,356
Difference ...	− 56	− 2,307	+ 71	+ 163,414	+ 15	+ 161,107

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	188	388,160	188	388,160
Italian	146	16,166	592	550,002	738	566,168
German	...	...	29	34,664	29	34,664
Greek	48	1,700	2	1,496	50	3,244
Norwegian	...	...	13	4,756	13	4,756
Austrian	3	99	296	393,539	299	393,638
Montenegrin ...	20	500	...	...	20	500
Turkish	70	1,800	...	...	70	1,800
Total	287	20,265	1,120	1,372,617	1,407	1,391,930
,, for the year preceding ...	344	22,752	1,050	1,210,133	1,394	1,232,885
Difference ...	− 57	− 2,487	+ 70	+ 162,484	+ 13	+ 159,045

Increase as compared with 1891.

The movement of all shipping entered and cleared during 1892, as compared with 1891, is as follows:—

Year.	Number of Vessels.		Tons.
	Sailing.	Steam.	
1892	581	2,242	2,787,393
1891	694	2,101	2,467,241
Decrease	− 113	+ 141	+ 320,152

Coal.

An increase of 12,598 tons has taken place in the coal and pitch imports from the United Kingdom as compared with 1891, the quantities received by various importers during the two years having been:—

Coal importers.

Importers.	Quantity.	
	1892.	1891.
	Tons.	Tons.
Railway	40,872	12,697
Fuel works	19,801	28,392
P. and O. Steam Navigation Company	31,219	36,771
Navigazione Generale Italiana ..	32,729	30,935
Private importers	4,001	8,918
Total	128,622	117,713

The above 128,622 tons includes 5,239 tons of pitch for use in the manufacture of patent fuel.

The Italian Government has not imported coal for the use of Government vessels, and the increase in the imports for the railways is simply in consequence of the increase of traffic.

The coal imports to Brindisi have been—

Country.	Quantity.		
	1892.	1891.	1890.
	Tons.	Tons.	Tons.
Great Britain	128,622	117,713	129,654
France	661	1,312	392
Austria	1,164	633	339
Total	130,447	119,658	130,385

The British shipping which has used the port of Brindisi during 1892 may be thus classified :—

Services.	1892.		1891.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.
P. and O. Company—				
Brindisi - Alexandria Service	23	41,316	52	96,136
London, India, China, and Australia Services	102	268,304	104	261,288
Cunard Company	8	10,249	16	21,740
Vessels with coal, &c. ..	51	63,061	52	61,237
Vessels in ballast or for orders	4	5,230	10	6,484
Total, 1892	188	388,160	234	446,885
„ 1891	234	446,885	..	..
Decrease	46	58,725	..	..

The falling-off is owing to the cessation in the Peninsular and Oriental Alexandria-Brindisi Line during the summer months and the diminution in the number of the Cunard steamers calling here in consequence of the cessation of exports of oil, argols, &c., from this port to America.

Passenger movement.

The following represents the movement of passengers as far as I have been able to ascertain it:—

TOTAL Number of Passengers.

Services.	Arrived.	Landed.	Embarked.	Sailed.
	Number.	Number.	Number.	Number.
Florio Company ..	7,385	1,160	..	6,393
Austrian Lloyd ..	8,920	1,194	..	3,139
P. and O. Steam Navigation Company ..	14,016	2,305	2,523	14,234
German Lloyd	..	120	52	..
P. and O. Steam Navigation Company, Alexandria Service ..	..	790	815	..
Sundry lines	..	721	272	..
Total	30,321	6,290	..	23,766

The fortnightly free service of the Peninsular and Oriental Steam Navigation Company between Brindisi, Alexandria, Naples, and Genoa, and vice versâ, in January, 1892, has been continued except during the summer months and has been extensively patronised by passengers.

The Florio Company maintain a fortnightly subsidised line between Venice and Alexandria, calling at Brindisi, Bari, and Ancona. The passenger accommodation being limited, and that rarely extensively occupied, leads me to doubt whether the undertaking can be a financial success.

As compared with the three preceding years, the following passengers have used the Peninsular and Oriental Company's main lines hence:—

PASSENGERS by P. and O. Company's Main Lines.

Year.	Arrived.	Landed.	Embarked.	Sailed.
	Number.	Number.	Number.	Number.
1892	14,016	2,305	2,523	14,234
1891	13,025	2,769	2,671	12,927
1890	13,726	3,452	3,473	13,615
1889	13,699	3,385	2,982	13,296
Compared with—				
1891	+ 991	— 464	— 148	+ 1,307
1890	+ 290	— 1,147	— 950	+ 619
1889	+ 317	— 1,080	— 459	+ 938

From the above table it will be seen that a steady marked increase is taking place in the total number of passengers using steamers of the Peninsular and Oriental Company, a total increase of 2,298 passengers having taken place in 1892 as compared with 1891.

This and the diminution in the number of those landing and embarking at Brindisi being accounted for by the comfort experienced on board, which induces the travelling public to prefer the long sea journey to the overland route by rail.

The diminution in the numbers of those landing and embarking here may also be explained by the fact that the company's steamers run also to Naples, Genoa, and Marseilles, and some passengers prefer landing at one of those ports, thus diminishing the length of their railway journey across Europe.

British crews.

The aggregate number of British crews which visited Brindisi during 1892 as compared with preceding years has been :—

Year.	Number of Seamen.
1892..	26,812
1891..	28,630
1890..	28,398

The falling-off is explained by the diminution in the Peninsular and Oriental Company's services and the diminished number of calls of steamers of the Cunard Company.

Cunard Company.

The fact that oil and argols are no longer shipped hence to the United States, owing, I understand, to adverse customs tariffs, and that the local coastwise trade is divided up through competition between local opposing steamer companies, has rendered it unremunerative for the Cunard steamers to make frequent calls here.

Mail services. Communication with Greece.

The mail communications between Brindisi and Greece are about to undergo modification.

The Italian Government have now under consideration a re-arrangement of their subsidised mail services, which, when it takes effect, as will happen soon, will reduce the communications with Greece to two weekly, one on Wednesdays for Corfu, Piræus, Constantinople, &c. ; and one on Sundays to Corfu and Patras.

The Austrian Lloyd departure on Sunday for Corfu, Patras, Piræus, and Constantinople remains unaltered.

All these departures take place at midnight.

New mail service to Albanian and Dalmatian coasts.

Under this rearrangement a new weekly service will be instituted between Brindisi, the Albanian and Dalmatian coasts, and Ancona.

The movement of mails shipped by and landed from the Peninsular and Oriental Company's steamers under contract with Her Majesty's Government was as follows during 1892 :—

Nationality.	Landed.	Shipped.
	Bags.	Bags.
English	14,794	44,906
French	1,386	3,751
Dutch	378	..
Swiss	292	..
German	717	..
Austrian..	172	..
Italian	1,105	9,149
Total	18,844	57,806
Grand total for 1892	76,650	

NOTE.—The Italian Post Office includes the mails from Central Europe in their own mails on shipment.

During the preceding year 1891 the figures were respectively 18,548 bags landed and 49,078 bags shipped, a total of 67,626 bags, giving an increase of 9,024 bags to 1892 over 1891.

Of the 76,650 bags landed and shipped during 1892, 59,700 bags were to and from England, and 16,950, or 22 per cent., were to and from other European countries.

RETURN of Principal Articles of Export from Brindisi during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Wine	Tons ...	6,586	84,300	2,725	41,465
Oil	,, ...	825	36,291	1,895	90,960
Figs	,, ...	3,375	40,506	2,618	31,420
Earths	,, ...	...	...	42	31
Pottery	,, ...	58	1,007	321	4,359
Drugs	,, ...	1	73	1	155
Soap	,, ...	9	189	6	151
Sulphur	,, ...	...	...	53	281
Grain	,, ...	11	198	8	66
Maccaroni	,, ...	...	...	2	45
Fruit seeds	,, ...	11	106	6	61
Corals	...	...	61,860	...	58,375
Silk (silkworm eggs)	...	...	1,148	...	2,448
Locust beans	Tons ...	...	...	52	208
Hats	Number ...	249	11	403	19
Empty casks	Hectolitres	1,901	532	5,256	1,500
Argols	Tons ...	318	12,701	320	16,643
Other articles	,, ...	465	32,335	273	13,303
Total	Hectolitres	1,901	} 271,257	5,356	} 261,490
,, ...	Number ...	249		403	
,, ...	Tons ...	11,659		8,322	
,, 1891	...	...	261,490	...	...
Increase	...	...	9,767	...	...

Exportation. Variation.

The falling-off in the quantity and value of oil exported is more than made up for by increases under the heading of wine, figs, &c.

RETURN of Principal Articles of Import to Brindisi during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Wine and spirits	Tons ...	6	430	15	429
Oil	,, ...	15	456	¼	11
Petroleum	,, ...	155	1,052	14	117
Coffee	,, ...	83	7,599	92	8,455
Sugar	,, ...	123	2,156	118	2,132
Sulphates	,, ...	22	262	208	5,121
Chemicals	,, ...	28	447	5½	409
Dyes and indigo	,, ...	34	16,301	30¼	489
Firewood	,, ...	232	223	67	65
Timber	,, ...	4,056	11,356	3,567	9,145
Furniture	,, ...	18	1,092	28	1,765
Rushes	,, ...	537	4,294	514	4,116
Wallpapers	,, ...	2	138	3	194
Ironwork	,, ...	91	2,316	143	2,398
Coal	,, ...	130,447	114,793	119,658	134,881
Cereals	,, ...	3,576	25,878	1,585	10,248
Machinery	,, ...	3	278	2	239
Empty casks	Hectolitres	4,673	1,308	4,151	1,162
Animals	Number ...	6,573	42,463	7,423	40,511
Game, poultry, and fish	Tons ...	24	934	40	1,337
Other articles	,, ...	697	78,384	550	63,494
Total	Hectolitres	4,673	} 312,160	4,151	} 286,669
,, ...	Number ...	6,573		7,423	
,, ...	Tons ...	151,395		126,640	
,, 1891	...	...	286,669	...	...
Increase	...	...	25,491	...	...

The increase in the tonnage of imports is in a great measure to be attributed to the item of coal, the increase in value to the fact that indigo which was formerly landed by Peninsular and Oriental steamers at Venice is now landed here. Importation. Increase.

TABLE showing the Total Value of all Articles Exported from and Imported to Brindisi to and from Foreign Countries during the Years 1892–91.

Country.	Exports.		Imports.	
	1892.	1891.	1892.	1891.
	£	£	£	£
America	23,413	21,220	1,620	1,462
Austria	44,546	46,821	33,906	32,456
Belgium	431	562	236	263
Egypt	26,361	32,107	3,301	2,900
France	318	12	4,983	5,246
Germany	35,380	5,205	16,615	3,405
Great Britain	20,590	21,980	152,323	151,555
Greece	16,353	15,162	3,525	4,322
India	2,085	3,108	16,505	1,308
,, corals	61,860	58,375	..	..
Japan	350	274	49	81
Russia	4,035	3,930	5,280	624
Turkey	15,425	15,817	82,073	81,358
Other countries ..	19,919	36,917	13,435	1,689
Total	271,066	261,490	333,851	286,669

TRANSHIPMENTS of Cargo at Brindisi to and from Great Britain, Italy, and other Countries.

From—	To—								Total.
	Italy.	Austria.	Greece.	Egypt.	India, China, and Australia.	Malta.	Gibraltar.	London.	
	Packages.	Packages.	Packages.	Packages.	Packages.	Packages.	Packages.	Packages.	Packages.
Italy	..	..	..	204	837	..	..	186	1,227
Greece	..	..	..	..	8,005	..	..	..	8,005
Egypt	1,374	4	..	..	235	54	365	2,884	4,916
India	8,490	3,646	..	462	..	..	..	..	12,598
Australia	428	37	..	..	..	..	..	..	465
London	150	50	35	6,155	..	..	..	..	6,390
Total	10,442	3,737	35	6,821	9,077	54	365	3,070	33,601

From the above it will be seen that this trade, owing to the cessation of the Peninsular and Oriental Company's Venice line, has lost much of its importance, but for the transhipment of 8,000 packages of currants from Greece for Australia, the results of 1892 would have been barely the half of the 1891 figures.

The Florio Line, which has taken the place of the Peninsular and Oriental Company on the Venice-Alexandria route, has not apparently been able to keep the trade together.

COASTWISE Trade of Brindisi for the Year 1892.

Articles.	1892.		1891.	
	Exports.	Imports.	Exports.	Imports.
	Tons.	Tons.	Tons.	Tons.
Flour	..	4,399	12	2,959
Sugar	..	612	5	316
Timber	..	536	..	553
Ironwork, &c.	..	250	1,143	347
Sulphur	..	3,000	..	1,414
Cottons	..	3,301	..	609
Hides	..	400	22	112
Oil	5,850	..	6,325	13
Cereals	4,506	..	1,171	555
Fruit	8,138	..	2,818	36
Wine	19,683	..	16,821	27
Coffee	..	..		32
Other articles	15,178	48,000	25,056	52,873
Total	53,355	60,498	53,373	59,846

This was brought and taken away by :—

	1892.		1891.	
	Loaded.	Unloaded.	Loaded.	Unloaded.
	Tons.	Tons.	Tons.	Tons.
Sailing vessels	215	1,664	207	1,799
Steamers	53,140	58,834	53,166	58,047
Total	53,355	60,498	53,373	59,846

International trade.

The carrying trade between Brindisi and foreign countries may be similarly summarized:—

Articles.	1892.		1891.	
	Exports.	Imports.	Exports.	Imports.
	Tons.	Tons.	Tons.	Tons.
Coal	..	130,447	..	119,658
Cereals	..	3,577	..	1,585
Timber	..	4,052	..	3,634
Olive oil	824	..	1,895	..
Wine	6,585	..	2,725	..
Fruit	3,276	..	2,618	..
Pottery	52	..	321	..
Sundries	11,384	22,436	763	1,763
Total	22,121	160,512	8,322	126,640
Grand total ..	182,633		134,962	

This was brought and taken away as follows:—

	1892.		1891.	
	Loaded.	Unloaded.	Loaded.	Unloaded.
	Tons.	Tons.	Tons.	Tons.
Sailing vessels	419	1,589	380	1,553
Steamers	21,702	158,923	7,942	125,087
Total	22,121	160,512	8,322	126,640

The gross results of the year being:—

Year.	Quantity.		
	Unloaded.	Loaded.	Total.
	Tons.	Tons.	Tons.
1892	221,010	75,476	296,486
1891	186,486	61,695	248,181
Increase	34,524	13,781	48,305

Satisfactory increase in commerce.

The year 1892 compares favourably with previous years, showing an increase of 48,305 tons as compared with 1891; 64,408 tons as compared with 1890; and 51,799 tons as compared with 1889. Hence it results that, notwithstanding the general stagnation of commercial exchanges, business has been steadily developing.

But little dredging has been carried out during 1892. The port, however, requires the execution of several long-projected works. The most severe economy being practised, it is difficult to foresee when the removal of the Secca del Fico, the construction of the quays to the southward of the entrance to the inner harbour, the deepening of the southern arm of the inner harbour, which is so shallow that at low water the weeds and mud of parts of the bottom are exposed to the sun's rays, causing malarious fever in the part of the town near it, will be proceeded with; but all are urgent in the interest of commerce, and the deepening of the harbour particularly for public health. Dredging.

The new theatre is nearly terminated, and will hold 2,000 persons. The building is a handsome one, from the designs of Commendatore Sfondrini, the architect of the Costanzi at Rome, of which it is a small replica. New theatre.

The municipality are purposing to offer the organisation of the water supply to public competition.* Water supply.

In ancient times the Romans built aqueducts to convey water to Brindisi, and the greater part of these works still exist, requiring clearance from obstruction and repair. The whole has been surveyed and plans drawn up, and it is purposed to offer the undertaking to a company which would expend the necessary capital, which is estimated at between 30,000*l.* and 50,000*l.*, recouping itself by a water rate for a given number of years, after which the works would revert to the municipality. Carrying out of waterworks to be offered to public competition.

I am of opinion that this project is worthy of consideration by English capitalists.

The municipality has similar intentions as to the town drainage. Drainage.

At present the subsoil is honeycombed with cesspools, the great majority of which are not even ventilated. The stone of which the cesspools are constructed being the ordinary "Tufo," the liquid part of the drainage percolates through the whole subsoil of the town, necessarily contaminating the wells, and rendering them unserviceable for drinking purposes. The town being but slightly higher than the sea-level, a system of pumping would have to be arranged, and once this is instituted a marked improvement in public health cannot but result.

A joint stock company has been formed to extend electric lighting to all parts of the town, the new machinery will be in its place by July, and it is anticipated that the whole town will be lit by electricity early in August. Electric lighting.

Considerable changes are being effected in the Brindisi port lights, which will come into operation probably in June next. Port lights, changes.

GALLIPOLI.

Mr. Vice-Consul Zarb reports as follows:—

The movement of shipping during 1892 has shown a considerable improvement as compared with previous years, the total Movement of shipping.

* See p. 29.

number of vessels which have entered and cleared during the past three years having been—

Year.	Number of Vessels.	Tons.
1892	1,328	431,034
1891	1,042	392,662
1890	769	377,779

RETURN of all Shipping at the Port of Gallipoli during the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	13	1,514	2	2,211	15	3,725
Italian	332	18,553	236	172,885	568	191,438
Norwegian	1	107	25	10,429	26	10,536
Austrian	17	1,216	5	3,783	22	4,999
German	...	...	2	1,538	2	1,538
Danish	2	387	3	2,045	5	2,432
Russian	...	...	1	319	1	319
Greek	25	580	...	...	25	580
Total	390	22,357	274	193,210	664	215,567
,, for the year preceding ...	270	17,415	251	178,916	521	196,331
Increase	120	4,942	23	14,294	143	19,236

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	13	1,514	2	2,211	15	3,725
Italian	332	18,553	236	172,885	568	191,438
Norwegian	1	107	25	10,429	26	10,536
Austrian	17	1,216	5	3,783	22	4,999
German	...	...	2	1,538	2	1,538
Danish	2	387	3	2,045	5	2,432
Russian	...	...	1	319	1	319
Greek	25	580	...	...	25	580
Total	390	22,357	274	193,210	664	215,567
,, for the year preceding ...	270	17,415	251	178,916	521	196,331
Increase	120	4,942	23	14,294	143	19,236

The trade coastwise during 1892 has been as follows— Trade coastwise.

Articles.	1892.		1891.	
	Unloaded.	Loaded.	Unloaded.	Loaded.
	Tons.	Tons.	Tons.	Tons.
Flour	2,447	..	1,610	..
Cereals	1,113	1,113	2,187	378
Sugar	..	..	113	..
Timber	2,360	..	2,506	190
Oil	..	2,807	..	6,750
Sulphur	965	..	..	..
Wine	..	17,000	..	8,993
Fruit	..	..	..	162
Other articles	9,118	2,430	8,304	2,570
Total	16,023	23,350	14,720	19,043
Increase	1,303	4,307	..	..

This was brought and taken away by—

	1892.		1891.	
	Unloaded.	Loaded.	Unloaded.	Loaded.
	Tons.	Tons.	Tons.	Tons.
Sailing vessels	9,485	11,925	9,474	6,519
Steamers	6,538	11,425	5,246	12,524
Total	16,023	23,350	14,720	19,043
Grand total ..	39,370		33,763	

The international trade during the same period has been— International trade.

Articles.	1892.		1891.	
	Unloaded.	Loaded.	Unloaded.	Loaded.
	Tons.	Tons.	Tons.	Tons.
Timber	1,216	..	2,018	..
Petroleum	337	..	441	..
Barley	..	..	292	..
Dried fish	..	..	14	..
Coffee	34	..	19	..
Olive oil	..	4,596	..	2,570
Fruit	..	2,000	..	1,476
Wine	..	42	..	50
Manure	..	..	..	1,639
Other articles	371	67	132	104
Total	1,958	6,705	2,916	5,839
Difference	− 958	+ 866	..	..

which was brought and carried away by—

	1892.		1891.	
	Unloaded.	Loaded.	Unloaded.	Loaded.
	Tons.	Tons.	Tons.	Tons.
Sailing vessels	1,002	5,200	2,916	4,660
Steamers	956	1,505	..	1,179
Total	1,958	6,705	2,916	5,839
Grand total ..	8,663		8,755	

British shipping.

Two British vessels less in number than in 1891 visited the port.

Italian competition.

The Italian steamer lines increased the number of their calls, but it does not appear that such increased facilities, which is noticeable also as regards small sailing craft, has been justified by any very marked increase in commercial exchanges.

Year.	Number of Vessels.	Tons.	Goods.
			Tons.
1892	1,328	431,034	48,033
1891	1,042	392,662	42,519
Increase	286	38,372	5,514

Olive oil shipments have been as follows during the past four years:—

Year.	Quantity.	Value.
	Tons.	£
1892	5,092	182,009
1891	6,519	241,279
1890	4,633	183,509
1889	5,647	184,369

A further marked increase in the exportation of wine is noticeable from this port as from other ports of the province as compared with former years:—

	Quantity.			
	1892.	1891.	1890.	1889.
	Tons.	Tons.	Tons.	Tons.
Coastwise	17,000	8,993	11,240	5,475
International	42	50	6	3,933
Total	17,042	9,043	11,246	9,408

The wine forwarded from Gallipoli Station to other parts of Italy amounted to 3,627 tons, 106 tons of grapes being similarly forwarded—a total of 3,733 tons, as against 2,270 tons last year.

RETURN of Principal Articles of Import to Gallipoli during the Years 1892-91.

Articles.	1892.		1891.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Timber	3,498	8,395	4,201	10,207
Iron and metals ..	145	2,700	150	2,785
Sugar	110	2,686	106	2,663
Coffee	23	1,980	20	1,963
Codfish	120	2,400	12	311
Sardines	9	311	62	1,868
Petroleum	318	3,120	376	3,288
Pepper and drugs ..	4	240	3	199
Rice	8	120	20	260
Staves and hoops ..	2,483	4,866	6,960	12,100
Sulphur	1,809	5,607	1,405	4,351
Cotton, hemp, flax ..	421	10,450	200	5,090
Textiles	15	2,844	..	..
Cereals	2,069	15,946	2,063	15,896
Flour	2,759	34,487	1,519	18,951
Cheese and butter ..	16	1,034	111	7,184
Hides	126	8,140	70	4,417
Vegetables	160	800	83	417
Paper and books ..	4	156	14	543
Marble, &c.	72	180	37	90
Coal	175	262	..	..
Other articles	87	2,735	60	2,520
Total	14,431	109,459	17,562	95,101
„ 1891	17,562	95,101		
Difference	− 3,131	+ 14,358		

RETURN of Principal Articles of Export from Gallipoli during the Years 1892–91.

Articles.	1892.		1891.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Olive oil	5,092	182,009	6,519	241,279
Wine	14,340	46,306	8,756	85,678
Empty casks	857	2,260	200	427
Dried figs	2,161	15,860	1,545	19,686
Olive husks	976	398	691	721
Cereals	115	513	900	11,748
Flour	..	..	23	317
Grapes	..	..	602	3,487
Sulphur	..	..	22	91
Spirit	1,062	21,657	..	..
Other articles	10	215	204	2,010
Total	24,613	269,218	19,462	365,446
„ 1891	19,462	365,446		
Difference	+ 5,151	– 96,228		

TABLE showing the Total Value of all Articles Exported from and Imported to Gallipoli to and from Foreign Countries during the Years 1892–91.

Country.	Exports.		Imports.	
	1892.	1891.	1892.	1891.
	£	£	£	£
Great Britain	110,908	83,060	1,911	2,126
Italy	108,638	173,366	57,489	64,000
France	11,263	..	482	248
Austria	16,583	18,720	44,963	25,008
Russia	17,490	20,005	..	..
Germany	1,701	50,721	..	62
Switzerland	1,214	17,841	..	29
America	471	1,916	4,614	1,854
Spain	..	..	..	5
Greece	127	568	..	318
Other countries ..	823	2,249	..	1,451
Total	269,218	368,446	109,459	95,101

TARANTO.

Mr. Vice-Consul Alberti reports as follows :—

RETURN of all Shipping at the Port of Taranto during the Years 1892–91.

ENTERED.

Description.	Sailing Vessels.	Steamers.	Total.	Crews.	Tonnage.
Coastwise	248	169	417	7,302	167,780
International	14	8	22	256	8,619
Total, 1892	262	177	439	7,558	176,399
,, 1891	278	149	427	6,953	169,306
Difference	− 16	+ 28	+ 12	+ 605	+ 7,093

CLEARED.

Description.	Sailing Vessels.	Steamers.	Total.	Crews.	Tonnage.
Coastwise	250	171	421	7,355	169,052
International	9	6	15	192	7,308
Total, 1892	259	177	436	7,547	176,360
,, 1891	278	149	427	6,953	169,306
Difference	− 19	+ 28	+ 9	+ 594	+ 7,054

The above may be subdivided as follows:—

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	6	6,498	6	6,498
Italian	139	11,937	164	147,384	303	159,321
Norwegian	...	...	8	2,898	8	2,898
German	...	...	3	3,741	3	3,741
Danish	...	...	2	1,438	2	1,438
Austrian	1	90	1	812	2	902
Total	140	12,027	184	162,771	324	174,798

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	6	6,498	6	6,498
Italian	136	11,813	164	147,384	300	159,197
Norwegian	...	...	8	2,898	8	2,898
German	...	...	3	3,741	3	3,741
Danish	...	...	2	1,438	2	1,438
Austrian	1	90	1	812	2	902
Total	137	11,903	184	162,771	321	174,674

Trade coastwise.

The trade coastwise during 1892 was:—

Articles.	Quantity.	
	Unloaded.	Loaded.
	Tons.	Tons.
Coal..	4,500	..
Timber	2,950	..
Building materials..	2,800	..
Cereals	2,400	4,350
Flour	1,800	250
Sugar	500	..
Olive oil	..	2,200
Iron..	..	1,200
Wine	..	780
Other articles	4,441	6,022
Total	19,391	14,802

This being brought and taken away by:—

Vessels.	Quantity.	
	Unloaded.	Loaded.
	Tons.	Tons.
Sailing vessels	8,719	8,546
Steamers	10,672	6,256
1892	19,391	14,802
1891	21,344	14,048
Difference	− 1,953	+ 754

International trade.

The international imports and exports being:—

Articles.	Quantity.	
	Unloaded.	Loaded.
	Tons.	Tons.
Coal..	8,600	..
Petroleum	1,700	..
Timber	950	..
Railway bars	200	..
Vegetables	170	..
Coffee	80	..
Olive oil	..	250
Figs..	..	120
Cereals	..	40
Other articles	127	31
Total	11,827	441

Which were brought and taken away by:—

Vessels.	Quantity.	
	Unloaded.	Loaded.
	Tons.	Tons.
Sailing vessels	2,632	295
Steamers	9,195	146
1892	11,827	441
1891	14,431	300
Difference	— 2,604	+ 141

RETURN of the Principal Articles of Import to Taranto during the Year 1892.

Articles.	Quantity.	Value.
	Tons.	£
Petroleum	1,750	14,000
Dry fish	107	2,600
Coal	8,675	8,700
Building materials	180	2,000
Coffee	82	5,000
Timber	950	34,000
Iron bars	210	1,200
Metals	165	1,000
Cereals	175	1,200
Other articles	135	1,000
Total, 1892	12,429	70,700
„ 1891	35,775	256,870
Decrease	23,346	186,170

RETURN of the Principal Articles of Export from Taranto during the Year 1892.

Articles.	Quantity.	Value.
	Tons.	£
Olive oil	1,250	62,000
Dry figs	245	250
Other articles	10	100
Total, 1892	1,505	62,350
„ 1891	14,348	199,340
Decrease	12,843	136,990

TABLE showing Total Value of all Articles Exported from and Imported to Taranto to and from Foreign Countries during the Year 1892.

Country.	Value.	
	Exports.	Imports.
	£	£
Great Britain	520	9,000
Austria	2,000	7,000
United States of America.. ..	240	7,800
Russia	8,800	6,200
Belgium	..	1,200
Norway	..	2,700
France	800	1,200
Other countries	24	600
Total, 1892..	12,384	35,700
„ 1891..	38,890	36,085
Decrease	26,506	385

Diminished commercial exchanges.

Although the total number and tonnage of vessels which used the port of Taranto was greater than in previous years, the commercial exchanges, on the contrary, have diminished as follows :—

Year.	Number of Vessels.	Tons.	Goods.
			Tons.
1892	875	352,759	46,461
1891	854	338,612	50,123
1890	705	272,415	77,893

This is mainly due to the standstill in the arsenal extension which occurred in 1890. Immediately funds are available for a recommencement of active building operations the trade and commerce of Taranto will doubtless show signs of improvement; in the meantime, prospects are not bright for the trading community.

Agriculture.

Absence of published statistics.

In former years the Chamber of Commerce for this province published very detailed statistics as to agriculture, commerce, and industries, and from this source I have been able to control information obtained elsewhere. Unfortunately the Chamber of Commerce has not yet been able to collect the data necessary to issue a complete statement for 1892, and the brief bulletins published are not so exact as could be desired. I have, therefore, been

compelled to base this report on information obtained from commercial rather than from official sources.

During 1892 agriculture has not been favoured by the elements. Farmers complain that when rain was required they had sunshine, and vice versâ, and wind when they should have had calm fine weather, with the result that the cereals all suffered most seriously. Inconstancy of elements.

No hailstorm occurred in 1891, but the loss to agriculture was more severe in 1892 than in 1891, through the persistent inconstancy of the seasons.

The total production under the head of cereals amounted to about 2,600,000 imperial bushels, which at 21 lire per hectolitre would give about 5*s.* 10½*d.* per bushel for wheat, whilst barley at 10 lire would give 2*s.* 9½*d.*, a total of 680,000*l.*, or 263,800*l.* less than 1891. Cereals.

Beans, lentils, and peas were produced in a total quantity of 31,000 hectolitres, or 85,000 bushels, valued at 19,000*l.*, or 7,000*l.* less than last year's crop.

701,400 hectolitres, or 1,900,000 bushels of oats, and 12,000 hectolitres of lupin's came to market, valued at 195,000*l.*—barely the half of the quantity and value of the 1891 harvest.

Only some 85,000 bushels of Indian corn were harvested, valued at 17,000*l.*

So far as I can learn the quality of the cereals was good, but the yield was extremely small, owing, as I have said, to lack of moisture when most needed and a prevalence of high winds.

Oranges gave a yield of some 3,000,000 of fruit, valued at 1,300*l.* Fruit.

Figs produced about 15,500 tons, which at an average of 160 lire per ton gives a total value of nearly 100,000*l.*, the greater proportion of this product was shipped to Trieste for purposes of distillation.

The wine crop of 1892 has exceeded all provisions, the total yield must have been quite 200,000 tons, which coming after the previous vintages, viz.:— Wine.

Year.	Quantity.
	Tons.*
1888	86,774
1889	95,983
1890	105,000
1891	140,000
1892	200,000

* Estimated.

bears out the previsions I had to report on former occasions, that is to say, that landowners were unwise in cultivating such an enormous extension of their land with vines, when they had no certainty of obtaining a remunerative market for the wine grown

thereon, and little or no hope of placing the increased yield of following years.

In 1892, it is true, 100,000 tons were exported from the province, and over 30,000 tons were consumed in distilleries, but the landowners with a selling price of 4*l.* per ton. for the wine for export, and any rate obtainable for distilleries, have certainly reaped no profit from the abundant vintage of 1892.

In former years with wine selling at 8*l.* per ton to 10*l.* per ton of 1,000 litres, growers naturally looked to the vintage to give a very handsome return. Now, at 10 fr. per hectolitre the amount realised is insufficient to pay taxes, cultivation, and vinting; there is scarcely a grower in the province but has serious difficulties to combat already, and should prices remain at 10 fr. for the 1893 vintage, and the vintage be equally abundant with that of 1892, widespread ruin must result.

In my report for 1891 I estimated that a remainder of 25,000 tons of wine existed from the 1890 vintage, which with 140,000 tons of the 1891 crop gave a total of 165,000 tons on hand. Of this quantity I accounted for 90,000 tons as having been exported by rail or sea, leaving a balance of 75,000 tons for the local consumption of 1891 and 1892, which that quantity would approximately cover. I consequently in 1892 have no balance on hand to bring forward, but seeing that wine is most abundant and can be purchased retail at 4½*d.* per gallon outside octroi limits, and at about 7*d.* in towns, I consider myself fully justified in assuming that when the local consumption of 1893 has been provided for as per following table there is likely to be an unsold remainder of at least 25,000 tons when the new vintage is ready next November.

ESTIMATE of the 1892 Vintage.

Description.	Quantity.	
	1892.	1891.
	Tons.	Tons.
Shipped from Brindisi	26,269	19,566
„ Gallipoli	17,042	8,756
„ Taranto	780	..
Total	44,091	28,322
Forwarded by rail from stations of the Meridionale Line, of which 13,891 tons in grapes	51,947	37,346
Forwarded from stations of the Mediterranean Line, of which 1,262 tons in grapes	3,289	150
Wine consumed for purposes of distillation ..	34,200	24,300
Total	133,527	90,118
Anticipated local consumption during 1893 calculated at 70 litres per head for 600,000 population	42,000	..
Total	175,527	..
Anticipated remainder	25,000	..
Estimated 1892 wine crop	200,527	..

The oil crop of 1892 is calculated to have given a product of 5,400 tons only, an extremely poor crop—and the medium value being between 31*l.* per ton and 32*l.* per ton, the total value of the 1892 yield may be estimated at about 173,000*l.*, this extremely poor result ill compares with the 24,000 tons crop of 1891 valued at about 770,000*l.* Oil crop.

The 1892 crop was disposed of as follows: 1,600 tons to Italy, 3,030 tons to England, and 480 tons to Russia.

It is calculated that about 2,000 tons of oils were in stock at Gallipoli on December 31, 1892, but a considerable quantity doubtless exists elsewhere.

Distilleries have been busy during 1892, 760,000 gallons of spirit of 52 degrees, equal to 410,000 gallons of pure spirit, were produced, valued at 110,000*l.*, having paid 68,000*l.* duty. Distilleries.

In this industry 342,082 hectolitres of wine and "vinaccia" were consumed, or 100,000 hectolitres more than the preceding year.

Credit and Savings Banks.

The total amount of bills of exchange discounted in this province by the agencies of the Banco Nazionale and the Banco di Napoli amounted to 1,226,000*l.*, during 1891 the discounts were 1,303,000*l.*, so that there has been a diminution of 6 per cent. Discounts.

This decrease of discount becomes, however, 58 per cent. when compared with the discount of 5 years ago, when in 1887 they amounted to 2,868,000*l.*

Reflection on this heavy decrease leads to the consideration of the serious hindrance thereby resulting to industry and commerce. It is to be hoped, therefore, that the Directors of the two Banks will impart instructions to suspend this increasing restriction of discount which cannot but lead to widespread difficulty and injury to commercial exchanges.

Such restriction has deplorable consequences not only to trade but also to the labouring classes. It is an accepted axiom that the restriction of productive credit inevitably leads to a diminution of the demand for workmen in the labour market. And we are now at such a pass that entire families of workpeople are in the most abject poverty, and bands of peasantry, rendered audacious by hunger, unasked proceed to the tillage of other people's lands in the hopes of being paid by the proprietor at any rate of wages for their voluntary labour.

Usury. But this is not all—usury, particularly that which in country districts is carried on under the form of small loans on articles deposited, has become more and more avid, and that at the expense of the poorest of the poor.

As a matter of fact, the direction of the great Banks by limiting and cancelling the re-discount formerly conceded to the Popular Banks have had the effect of limiting or destroying the help which those Banks formerly afforded the workman's class.

Usury is now extended to such a degree about us here, and is so perfidiously exercised, that a sum of about 120,000*l.* is employed in small loans at rates of interest paying between 40 per cent. and 1,200 per cent. per annum.

Taking into consideration the fact that of the 1,226,000*l.* discounted during 1892 the renewals only amounted to 1½ per cent., it would appear that some relaxation of the discount restriction and a generally more liberal treatment at the hands of the two great Banks is fully justified.

The deposit account balances at the two Banks amounted at the end of 1892 to 254,000*l.*, the figures at December 31, 1891, having been 258,000*l.*

The Savings Banks balances during the same period increased from 156,685*l.* to 183,486*l.*

The Banca Nazionale and the Banco di Napoli during 1892 paid 24,950 drafts on them amounting to 1,543,000*l.*, and issued 24,950 drafts on other parts of Italy for 1,450,000*l.*, so that barely 100,000*l.* of this large amount remained in the province.

The 13 smaller banks, known as "Banco Popolari," at December 31, 1892, had drafts in portfolio awaiting maturity amounting to 86,348*l.*, as against 76,700*l.* at December 31, 1891.

Renewals at December 31, 1892, were 5,100*l.*, as against 2,900*l.* at the end of 1891.

Of the renewals, the Banco Popolare of Brindisi held 30 per cent., that of Gallipoli 20 per cent., the Banca Operaja of Lecce

12 per cent., the remainder being disseminated through the province.

Brindisi Aqueduct.

The Brindisi Municipality, with a view to improve the sanitary condition of the town, have for some time past had under consideration various studies of means to secure a sufficiently abundant water supply for the town.

In ancient times Brindisi had an abundant supply of water, which was conveyed to the town from a distance by a system of aqueducts, originally built by the Romans.

These conduits have gradually fallen into bad repair, partly from neglect and partly through the diminished needs of a population reduced until modern days to a few thousand souls; and in working out the studies referred to it was desired, where possible, to avail of the existing works by repairing and rebuilding where necessary; the water at the sources from which the aqueducts led being as abundant and as good as ever.

At present Brindisi is mainly dependent for water on the limited quantity brought to the town through the nearest part of the aqueduct, which brings about 249 cubic metres of water, equal to 55,000 gallons daily; this is conducted to three public fountains, where the populace receive it; the refuse, which in point of fact is the greater portion, running off to the sea.

In addition to this, the better class of houses have cisterns under their basements, in which rainwater is stored.

This and wells of brackish water constitutes the present water supply.

Surveys have been effected by an engineer of the "Societá Italiana per Condotte d'Acqua" of Rome, and two definite projects have been drawn up; both having in view the utilisation of part or all of the Roman aqueducts remaining, by thoroughly cleaning and repairing them from the town right up to the water sources.

The first project, which contemplates providing a daily supply of from 30 litres to 40 litres per head of population (calculated as 20,000), is divided into three alternative sub-plans.

The second embraces the whole of the aqueducts, and would give a daily yield of 64 litres per head of population.

Common to both projects is a cistern or reservoir to be constructed at the highest point of the town, of the capacity of 1,000,000 litres; from such reservoir water-pipes would lead to principal points of distribution through public fountains.

These projects are both based on the idea that a contractor should perform the work for a given lump sum, and be repaid by the town in 25 annual instalments.

The projects presented, and now under the consideration of the municipal authorities, are :—

Project.	Alternative.	Litres per Diem per Inhabitant.	Cost of Works—		Total.	
			Inside Town.	Outside Town.	Currency.	Sterling.
			Lire c.	Lire c.	Lire c.	£ s. d.
1	A	40	378,116 07	558,576 05	936,692 12	37,467 13 8
1	B	30	370,221 69	771,571 36	1,141,793 05	45,671 14 5
1	C	30	370,221 69	335,866 43	706,088 12	28,243 10 5
2	H	64	387,981 09	933,233 23	1,321,214 32	52,848 11 3

The cost of works inside the town in each case includes the sum of 148,650 lire 95 c., equal to 5,946*l.*; the cost of a cistern or reservoir to hold 1,000,000 litres of water, regarding which the director of the "Societa per Condotte d'Acqua" writes, "A considerable economy might be effected if the reservoir costing 148,650 lire 95 c. were not constructed, however useful it might be, it is not absolutely necessary."

The municipality is now desirous of treating for the concession of the works in question, on the basis of the concessionaire undertaking the construction at his own cost, and subsequently administering the supply for a given number of years, recouping himself by encashing a water rate to be levied on the consumption of water; the works eventually to revert to the town.

Failing this, the town would be disposed to entertain offers for the works as projected, naturally for a lesser sum than that for which the Roman company offers to execute them.

As to this last hypothesis, the municipality, taking into consideration the present population, which is calculated to be 20,000, and the commercial necessities of the port, think the alternative "C" of the first project that at present most feasible; this would amount to about 706,088 lire 12 c. or 28,243*l.* 10*s.* 5*d.*

Plans and all details are to be found at the Brindisi Municipal Offices.

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FOREIGN OFFICE.

1893.

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ITALY.

REPORT FOR THE YEAR 1892

ON THE

TRADE OF THE CONSULAR DISTRICT OF NAPLES.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1122.

Presented to both Houses of Parliament by Command of Her Majesty,
JULY, 1893.

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1231.	Hankow	1d.
1232.	Odessa	2d.
1233.	Chicago	3d.
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Reference to previous Report, Annual Series No. 1122.

ITALY.

NAPLES.

Consul Hartwell to the Earl of Rosebery.

My Lord, *Naples, May* 25, 1893.

I HAVE the honour to transmit herewith to your Lordship my Report on the Trade and Commerce of this Consular District for the year 1892, together with a Report for the same year received from Mr. Vice-Consul Berner on the Trade and Commerce of Bari, and Returns of Shipping and of Exports and Imports forwarded to me by Mr. Vice-Consul Briglia at Gioja Tauro and Mr. Vice-Consul Drinkwater at Castellamare. A Supplementary Report embodying the Official Statistical Information of all Articles Exported from and Imported to Naples I shall have the honour to transmit as soon as published.

I am, &c.

(Signed) E. H. B. HARTWELL.

Report on the Trade and Commerce of the Consular District of Naples for the Year 1892.

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Import of codfish and stockfish.

As compared to last report, the following quantities of codfish and stockfish were imported into Naples during the year from September, 1892, to February, 1893 :—

Description.	Quantity.	
	1892–93.	1891–92.
	Quintals.	Quintals.
Norwegian	40,900	24,000
Shorefish	12,300	21,000
Labrador	19,500	27,000
Gaspe	12,627	14,100
French fish..	23,000	17,000
Total	108,327	103,100

Norwegian stockfish.

About 24,500 quintals Norwegian stockfish were imported into this market, against 21,000 quintals of the previous year. This increase is owing to a considerable falling-off in price, viz., 1*l.* 7*s.* to 1*l.* per English quintal, causing a decrease in the importation of English hard-cured fish, the price of which varied from 19*s.* to 21*s.* per quintal. On the whole, the season has been an unsatisfactory one.

Engineering establishments: Hawthorn-Guppy.

The "Società Industriale Napoletana," Hawthorn-Guppy, complain of the general depression in trade during the year 1892, stating that, with the exception of machinery of 4,000 indicated horse-power vertical, direct acting triple expansion engines, for a cruiser called the "Calabria," no new orders of importance for the Government have been booked in 1892.

The machinery of the "Sardegna," "Lombardia," and "Tersicore," referred to in previous reports, are already mounted on board their respective ships, awaiting the completion of armament, after which the final trials at sea will be proceeded with.

The engines and boilers for the cruiser "Elba," duplicates of the "Lombardia," are now nearly finished, and will be sent on board as soon as the vessel has been launched.

Sir W. G. Armstrong, Mitchell, and Co., Limited.

This firm has been employed during the year in carrying out the contracts of the Italian Government for heavy guns and gun carriages, and has in addition done some work for the Italian ironclads "Re Umberto," "Sicilia," and "Sardegna."

The number of the hands has been further reduced from 900 to 800, owing to the completion of some work referred to last year.

Population of Naples.

The estimated increase in the population of Naples during the year 1892 was 4,941.

The total population, as returned by the municipal authorities, was 532,527.

The births were 17,707, and the deaths 14,596, exclusive of 943 strangers, as will be gathered from the annexed statement. Births and deaths.

The average death-rate per 1,000 residents is officially stated at 25·7 in the year 1892, against 26·9 in the previous year. The daily average of births has been 47·9, equal to 32·9 per 1,000 inhabitants; of still-born daily 3·1, equal to 2·3 per 1,000; the marriages show a daily average of 9·3, equal to 6·6 per 1,000 inhabitants.

THE subjoined Statement, compiled from the Municipal Returns, shows the Number of Births, Marriages, and Deaths in the City of Naples during the Year 1892.

Months.	Births.						Marriages.	Deaths.					
	Alive.			Still-born.				Residents.			Strangers.		
	Male.	Female.	Total.	Male.	Female.	Total.		Male.	Female.	Total.	Male.	Female.	Total.
January	967	1,142	2,109	78	45	123	218	791	816	1,607	63	26	89
February	833	758	1,591	64	57	121	246	907	878	1,785	47	23	70
March	875	832	1,707	68	53	121	210	671	649	1,320	54	30	84
April	725	713	1,438	35	60	95	268	589	559	1,148	50	24	74
May	714	741	1,455	58	48	106	305	577	536	1,113	60	21	81
June	729	662	1,391	49	41	90	361	538	527	1,065	49	26	75
July...	776	689	1,465	35	35	70	315	568	587	1,155	48	38	86
August	703	586	1,289	51	42	93	290	498	508	1,006	44	24	68
September ...	649	592	1,241	57	39	96	315	421	417	838	48	19	67
October	712	655	1,367	51	44	95	334	521	490	1,011	53	37	90
November	636	626	1,262	59	57	116	255	549	511	1,060	61	24	85
December	725	667	1,392	66	46	112	302	746	742	1,488	43	31	74
Total ...	9,044	8,663	17,707	671	567	1,238	3,419	7,376	7,220	14,596	620	323	943*

* Not included in the average death-rate.

Causes of Death.	Number of Deaths.	
	1892.	1891.
Diseases of the fœtus and congenital malformation	246	221
Small-pox	56	175
Measles	39	96
Scarlet fever	24	69
Erysipelas	30	50
Typhoid fever	88	105
Diphtheria and diphtheric croup	164	108
Whooping cough	6	14
Malaria fever	28	25
Dysentery	57	52
Syphilis	118	148
Septicæmia pyæmia (blood poisoning)	51	71
General tuberculosis	186	159
„ scrofula	55	34
Anæmia	79	65
Marasmus (senile wasting)	676	620
Diabetes mellitus	23	14
Malignant tumours	363	410
Diseases of the nervous system	2,314	2,310
„ breathing apparatus	5,139	5,424
„ circulatory „	1,486	1,403
„ digestive „	2,072	2,215
„ reproductive and urinary systems ..	420	417
Diseases of pregnancy, child-birth, and puerperal ..	58	57
„ the skin and the subcutaneous tissue ..	202	217
„ locomotor apparatus	56	59
Accidental deaths	201	178
Poisoning	6	8
Suicide	44	44
Homicide	43	43
Influenza	110	..
Other diseases	156	265
Total	14,596*	15,152

* The classification of diseases fatal to 943 strangers has been included by the authorities in 1892.

Mount Vesuvius.

Volcanic Disturbances.

During the whole of last year the active state of Mount Vesuvius has continued; streams of lava issued especially from the fissure which opened on June 6, 1891, in the Atrio del Cavallo on the north side of the cone. The activity of the main crater has maintained itself; moderate quantities of ashes were emitted occasionally. Small eruptive cones arose in the Atrio del Cavallo, which after some time collapsed. The lava streams not being very copious, accumulated in the same Atrio, changing its aspect, and are gradually filling the slope between the Vesuvius and Monte Somma.

Exchange.

The following were the average rates of exchange on London in each month for the year 1892:—

Months.	Sight.		Usance, 90 days' Date.	
	Highest.	Lowest.	Highest.	Lowest.
	Lire c.	Lire c.	Lire c.	Lire c.
January..	25 85	25 77	25 67	25 60
February	25 87	25 82	25 70	25 65
March	26 12	26 07	25 95	25 90
April	26 45	26 42	26 27	26 25
May	26 15	26 10	26 00	25 95
June	25 97	25 95	25 85	25 82
July	26 15	26 12	26 02	26 00
August	26 17	26 15	26 05	26 02
September	26 17	26 15	26 05	26 02
October	26 00	25 95	25 92	25 87
November	26 12	26 10	25 94	25 91
December	26 07	26 05	25 90	25 87

BARI.

Mr. Vice-Consul Berner reports as follows:—

Financial positions.

There has been no change in our market during the year 1892, few and unimportant failures have taken place during this period, and credit is gradually consolidating.

Crops.

The crops have given a good result, especially those of wine and olive oil as regards quantity, but the quality did not give entire satisfaction, owing to the damage done to the vineyards by the "peronospera" in several districts, while the olive trees suffered from the "keiroun." The crops of cereals and almonds have turned out badly, especially the former, which proved a failure, necessitating large importations of foreign produce.

Imports and exports generally.

The imports during the year 1892 amounted to 1,256,226*l.*, showing an increase of 183,593*l.*, compared with 1,072,633*l.* in 1891. Exports in 1892 amounted to 2,544,904*l.*, against 2,159,684*l.* in 1891, showing, consequently, an increase of 385,220*l.*

Imports in particular.

The increase of imports refers to the following classes: cotton, yarns, and wool from Germany and Switzerland; grains from other provinces of Italy.

The imports from Great Britain amounted to 169,611*l.* in 1892, against 199,573*l.* in 1891, showing a decrease of 29,962*l.*, taking place especially in colonial products, drugs, cotton, yarns, metals, and petroleum, whilst other articles, such as coal, caustic soda, and salt fish, show a slight increase.

Exports in particular.

The improvement in exports in the year 1892 is chiefly due to a demand for wine for the Austro-Hungarian market, which has absorbed large quantities thereof owing to an important reduction

of duty on wine in the Austrian tariff, viz, from 2*l.* to 6*s.* 4*d.* per 100 kilos. By far the largest quantity exported to Austria-Hungary consisted of white wines.

A further increase of exports may be noted in common soap to Great Britain, Austria-Hungary, and Germany; hides to Austria-Hungary; figs to Great Britain and France; whilst a decrease took place in olive oil, almonds, and vegetables.

The exports to Great Britain fell from 151,493*l.* in 1891 to 145,108*l.* in 1892, chiefly in olive oil, almonds, tartars, and vegetables; an increase has taken place in the exportation of wine, common soap, seeds, figs, and carobs.

Coasting trade.

The coasting trade improved sensibly during 1892, showing 751,568*l.*, against 564,393*l.* in 1891, the increase being chiefly due to cotton, yarns, and flour. Exports equally show a slight increase: 623,390*l.* in 1892, against 597,617*l.* in 1891, especially in petroleum, soap, wool, and yarns; whilst a decrease has taken place in grains, wine, and olive oil. The total result of exports and imports is considered satisfactory.

Shipping and Navigation.

Total number of vessels.

The total number of vessels of all nations which entered the port of Bari in 1892 was 1,646, measuring 662,184 tons.

British vessels.

The number of British vessels amounted to 76, measuring 88,369 tons, in 1892, against 73, measuring 74,762 tons, in 1891.

British lines.

The principal British lines frequenting our port are still the following—

The Anchor Line—Glasgow to Bari about every month.

The Cunard Line—Liverpool to and from Bari about every three weeks.

The Leyland Line—Liverpool to and from Bari about every three weeks.

The Wilson Line—Hull to and from Bari about every two weeks.

The Navigazione Generale Italiana viâ Palermo, in connection with the Italo-Britannica Line, to London every week.

Besides the above, steamers of the Prince Line have occasionally touched our port.

Puglia Steamship Company.

This company is steadily progressing; a dividend of 8 per cent. has been distributed amongst the shareholders for 1892.

The net revenue of the 11 vessels of this company amounted to 24,227*l.*, against 24,436*l.* in 1891. A subvention has been granted by Parliament to this company for the mail service in the Adriatic, amounting to 9,040*l.* for a fortnightly and to 13,440*l.* for a weekly one. The project of a careening dock of this society is being kept back, owing to some divergencies in the Municipal Council respecting the annual subvention to be granted for the enterprise.

Engineering Establishments.

These establishments have not increased in number; those

existing have to work hard in order to meet the competition of the other South Italian establishments.

Harbour Accommodation.

Remains the same, with a depth of 8½ metres to 3½ metres. The new custom-house buildings will soon be completed, and promise good accommodation.

Population.

From the statistics of the Municipality the population of Bari amounts to 74,273, including the garrison, on December 31, 1892.

Description.	Population.
	Number.
1892—	
Births	2,625
Deaths	1,694
Immigrants	469
Emigrants to other places in Italy ..	238
Marriages	478

Emigration.

During 1892, 957 persons have emigrated from the Consular district of Bari to foreign countries, chiefly to Greece, La Plata, the United States, and Egypt.

Epidemics.

The following diseases prevailed during the year 1892: typhoid fevers, influenza, and bronchial catarrhs. No serious epidemics have taken place, excepting a few cases of small-pox. The sanitary condition of the town, on the whole, has been very satisfactory.

Public Works.

Paving of Bari. The paving of the town with lava stones has been continued during 7 months in 1892 at an expense of 7,145*l.*, occupying 70 workmen per day.

New works. During 1893 a new school building will be erected in our town.

Railway to Locorotondo. An Italian engineer, Mr. Ferro, has submitted an offer to the Provincial Council on account of a British company, and it seems that negotiations for the concession of the work in question may be successful.

The project of Mr. Zampari had to be suspended owing to a committee of engineers finding the quantity of water insufficient. Aqueduct from River Sele.

The number of subscribers during 1892 was 164; terms of subscription, 6*l.* per year; extension of wires, 26 kiloms. Telephones.

RETURN of the Principal Articles of Export from the Port of Bari during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Wine	Gallons	9,395,077	921,317	3,678,525	293,565
Olive oil	Tons	23,907	1,166,950	28,467	1,252,548
Almonds	,,	1,521	105,867	3,367	229,260
Tartars and tartaric acid	,,	2,541	152,461	2,533	192,376
Soap	,,	1,861	37,708	1,512	24,417
Hides	,,	124	19,938	144	13,272
Seed	,,	2,036	39,093	1,381	40,877
Carob beans	,,	2,953	14,175	2,395	15,263
Figs	,,	1,421	21,599	1,083	14,773
Grain	,,	6,177	56,680	3,958	31,644
Pulse potatoes	,,	478	4,351	841	8,074
Sundry	...	...	13,765	...	43,615
Tota	...	...	2,554,904	...	2,159,684

RETURN of the Principal Articles of Import to the Port of Bari during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Colonial produce, drugs, and tobacco	Tons	1,585	128,068	1,473	121,375
Cotton, yarns, and weaving hemp, flax and jute goods	Lbs.	8,801,762	567,432	5,462,555	352,140
Coal	Tons	34,529	46,960	33,180	50,433
Metals, wrought and rough	,,	4,214	156,760	4,316	164,067
Caustic soda	,,	1,380	15,456	828	8,280
Petroleum	,,	3,908	104,734	4,012	93,068
Flour	,,	1,811	32,597	1,231	20,680
Dried fish	,,	2,120	93,282	1,911	91,728
Grain, wheat	,,	4,055	35,684	1,870	16,830
Timber	Cub. met.*	28,645	47,456	30,380	74,560
Bricks	Tons	2,225	3,827	2,628	4,730
Sundry	...	...	23,970	...	74,742
Total	...	...	1,256,226	...	1,072,633

* 1 cubic metre = 35·3 cubic feet.

STATISTICS for the Port of Bari for the Trade with Foreign Countries during the Year 1892, compared with 1891.

IMPORTS.

Country.	Value.	
	1892.	1891.
	£	£
Great Britain	169,611	199,573
Norway	25,275	23,268
Russia	16,118	4,915
Belgium-Holland	5,876	8,811
France	10,641	20,882
Germany	40,168	16,853
Austria-Hungary	159,202	156,905
Switzerland..	1,379	1,828
Spain-Portugal	7,027	9,532
Turkey	3,174	2,423
United States of America.. ..	56,414	58,445
River Plate..	541	..
Sundry	9,232	4,805
Total	504,658	508,240
Italy	751,568	564,393
Grand total	1,256,226	1,072,633

EXPORTS.

Country.	Value.	
	1892.	1891.
	£	£
Great Britain	145,108	151,493
Norway	1,071	1,026
Russia	1,783	..
Belgium-Holland	58,568	66,123
France	426,973	345,376
Germany	252,394	220,943
Austria-Hungary	654,054	372,180
Switzerland..	109,844	95,351
Spain-Portugal	32,179	21,124
Turkey	15,821	38,356
United States of America.. ..	142,055	154,843
River Plate..	68,178	78,813
Africa	15,818	..
Sundry	7,668	16,439
Total	1,931,514	1,562,067
Italy..	623,390	597,617
Grand total	2,554,904	2,159,684

Gioja Tauro.

Mr. Vice-Consul Briglia reports as follows:—

The trade of this district has been rather brisk during the past year, especially in oil, wine, wood, and charcoal.

Return of all Articles Exported from Gioja Tauro during the Year 1892.

Articles.	1892.		1891.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Olive oil to foreign countries ..	5,660	198,100	3,470	121,450
,, for home consumption	4,011	140,385	1,138	39,830
Wood and charcoal	1,000	1,250	900	1,100
Total	10,671	339,735	5,508	162,380

Return of all Shipping at the Port of Gioja Tauro during the Year 1892.

Entered.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	4	528	1	916	5	1,444
Danish	1	192	3	1,981	4	2,173
Norwegian	1	107	...	...	1	107
German	...	...	1	912	1	912
Russian	...	...	1	319	1	319
Italian	304	12,025	79	15,175	383	27,200
Total	310	12,852	85	19,303	395	32,155

Note.—The same number of vessels cleared.

Castellamare.

Mr. Vice-Consul Drinkwater reports as follows:—

Return of all Shipping within the Vice-Consular District of Castellamare during the Year 1892.

Entered.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	106	120,699	106	120,699
Italian	97	24,350	26	28,371	123	52,721
Greek	46	92,350	32	36,210	79	128,560
Norwegian	1	165	4	4,451	5	4,616
Sundries	22	2,684	8	6,860	30	9,544
Total	166	119,549	176	196,591	342	316,140
,, for the year preceding ...	255	61,290	105	113,572	360	174,862

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	106	120,699	106	120,699
Italian	97	24,350	26	28,371	123	52,721
Greek	46	92,350	32	36,210	78	128,560
Norwegian	1	165	4	4,451	5	4,616
Sundries	22	2,684	8	6,860	30	9,544
Total	166	119,549	176	196,591	342	316 140
,, for the year preceding ...	268	61,833	105	113,572	373	175,405

RETURN of the Principal Articles of Import and Export within the Vice-Consular District of Castellamare during the Year 1892.

EXPORTS.

Articles.	1892.		1891.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Building-stones and paving-stones ..	1,200	630	7,800	4,600
Maccaroni	3,400	60,800	3,180	57,800
Green fruit	7,625	61,000	8,160	63,000
Peas and beans.. ..	290	2,320	370	3,000
Dry fruits and nuts ..	2,300	46,000	1,480	35,400
Potatoes and vegetables	6,840	20,400	4,200	13,200
Oil	232	9,320	210	7,600
Wine	290	2,320	110	790
Total	22,177	202,790	25,552	186,530

IMPORTS.

Articles.	1892.		1891.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Coal	97,200	97,200	20,895	32,400
Wheat	73,750	737,500	19,450	211,000
Maize	2,300	15,800	1,500	11,300
Old rails	4,000	16,000	2,300	7,000
Clay	300	240	250	200
Wood	3,248	8,120	5,200	9,200
Iron (plates and bars)..	1,250	25,060	..	..
Total	182,048	899,920	58,595	271,100

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FOREIGN OFFICE.

1893.

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ITALY.

REPORT FOR THE YEAR 1892

ON THE

TRADE OF THE CONSULAR DISTRICT OF LEGHORN.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 701.

Presented to both Houses of Parliament by Command of Her Majesty,
JULY, 1893.

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ITALY.

LEGHORN.

Consul W. Percy Chapman to the Earl of Rosebery.

My Lord, *Leghorn, May* 29, 1893.

I HAVE the honour to transmit herewith my Report on the Trade and Commerce of this District for the year 1892, together with a Report by Mr. Vice-Consul Tonietti on the Trade of the Island of Elba.

The last Report from this Consulate only showing the figures of Imports and Exports up to the year 1888, I have added to my Tables, in addition to this year's figures, the Statistics for 1889, 1890, and 1891, and to supply previous omissions, I also give Tables showing the Shipping from 1887 to 1891, thus completing, as regards this port, the chronological sequence of the Tables which usually accompany the Trade Reports furnished by Her Majesty's Consuls.

My Report is somewhat in arrear (the delay, indeed, has been much greater than I was led to expect it would be), but by holding it over I have been able, for the first time in a Report from this Consulate, to give the Statistics for the year on which the Report is made.

I have, &c.
(Signed) W. PERCY CHAPMAN.

Report on the Trade and Commerce of the Consular District of Leghorn for the Year 1892.

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NOTE.—Following the previous practice of this Consulate, the lire has in all the tables of the report been converted at 25 lire to the 1*l*. That some deduction must be made from these figures may be gathered from the following quotations:—December 31, 1891, 25 lire 57 c.; March 31, 1892, 26 lire 37 c.; June 30, 1892, 25 lire 89 c.; September 30, 1892, 25 lire 98 c.; December 31, 1892, 26 lire 9 c. The metrical system of weights and measures prevails in Italy, but the English equivalents have in all cases been given in this report.

General Remarks.

Causes of the decline in the importance of Leghorn.

There is little doubt or difference of opinion that the part of Italy which had least to gain from a material point of view by the union of the different States into one Kingdom, was the Grand Duchy of Tuscany. A well ordered State with little or no national debt, with taxes only nominal, and with a capital containing all the art treasures of Florence, gave to Leghorn as its only seaport an exceptionally favourable position. This was considerably augmented by the many advantages attached to its being a free port, and the most moderate rate of expenditure at which it was consequently possible to live. Since the union, however, Leghorn has taken her place among the other cities and has seen taxation augment annually, and the tariff for customs and octroi duties equally progressive, one of the results being that proportionately to the size of the city a larger amount for octroi is collected in Leghorn than in any other town of Italy.

Her position on the railway unfavourable.

The railway system has also been a drawback, as instead of being on the direct line from Genoa to Rome, Leghorn is connected by a branch line with Pisa some 10 miles distant, through which the main line runs. Pisa, although an interesting town on account of its Duomo, its Leaning Tower, and Campo Santo, has a comparatively small value as a manufacturing or industrial centre, and could on the merits of the case have no claim to such a preference. I believe, however, that in this matter the Leghorn people—or rather those who were then in a position to cause their wishes to prevail—have only themselves to blame, as it was their opposition which made the railway company bring the main line through Pisa

instead of through Leghorn, and their opposition was entirely caused by the supposed interests of the small Leghorn branch line.

The new Parma-Spezia Line.

With these existing disadvantages to contend against, Leghorn seems likely to have to encounter another considerable obstacle in the near future. A new line of railway connecting Spezia and Parma is rapidly being pushed forward by the Mediterranean Railway Company, and is likely to be completed next year. The great hemp producing district of Bologna will thus find another outlet for its produce, and if British Mediterranean lines of steamers once find sufficient inducement to call regularly at Spezia, it is probable enough that that port may to some extent become a rival to Leghorn, not only as a channel of export for the products of Bologna and the neighbourhood, but being much nearer Carrara than Leghorn, it may also secure the principal share of the marble which has hitherto been so valuable an item in the completion of cargoes at this port. But with regard to Bologna hemp, it should be mentioned that this now reaches Leghorn by the branch line of another company—the Adriatic Railway Company—and the question, therefore, will hardly be decided without a war of railway rates.

It may take business from Leghorn.

The new Florence-Faenza Line.

As a set-off, however, against this possible disadvantage, the line which has just been opened between Florence and Faenza places the Romagna district in direct communication with Leghorn, and it is likely enough that this district may now look more to Leghorn than to Venice as its channels of import, more especially for the heavier class of merchandise, such as coal, which of course can be brought to Leghorn from the United Kingdom at a cheaper rate of freight than to Venice.

It may add to the imports at Leghorn.

In spite of all disadvantages Leghorn likely to maintain her position.

But, notwithstanding all the disadvantages I have enumerated, notwithstanding the undisguised hostility of other ports, the attitude of the press, and the less favourable treatment generally accorded her, Leghorn has clung with tenacity to her trade, and has (on the whole) steadily maintained the average of her yearly turn-over. In spite, therefore, of the darkest forebodings, it is impossible not to believe that Leghorn will continue to maintain the historic position she has won for herself as a great Mediterranean seat of trade, and where the rapid developments of modern industry and enterprise may tend to deprive her of long standing monopolies, a port with such strong traditions of busy activity is likely enough to develop fresh outlets for her natural energy

Imports and Exports.

Imports and exports.

TABLE showing the Total Value of all Imports and Exports during the Years 1889–92.

	Value.			
	1889.	1890.	1891.	1892.
	£	£	£	£
Imports..	3,006,714	3,091,217	2,317,497	2,093,264
Exports..	1,622,005	1,681,950	1,543,753	1,375,867
Total	4,628,719	4,773,167	3,861,250	3,469,131

Trade passed through a crisis in 1891.

Leghorn still feels its results.

The year 1891 which shows such a marked falling-off from the year preceding, was a disastrous one in the commercial annals of Leghorn. Several of the leading firms, and many smaller houses, suspended payment, all being involved in the unfortunate Ancona Sugar Refinery venture, and the Bank of Leghorn itself came down in the crash. The figures for 1892, showing a further decrease, are evidence that the trade of Leghorn has not yet had time to recover from the severe shock it sustained in the preceding year, nor has a sufficient interval elapsed to show in what manner the place of these large traders is to be filled.

Industries and Manufactures.

Principal industries and manufactures. Rolling mills and iron works.

The following are some of the principal industries and manufactures of the city and commune of Leghorn:—

1. *Rolling Mills and Ironworks.*—The rolling mills of the "Società Metallurgica Italiana," a busy and imposing establishment, deserve especial mention. The Company employ 450 hands, and have engines of 850 horse-power. There are besides some seven or eight different sorts of ironworks in the town.

Shipbuilding (iron).

2. *Shipbuilding (iron).*—(See separate article.)

Shipbuilding (wood).

3. *Shipbuilding (wood).*—There are a few yards where the smaller sort of craft (cutters, yawls, barges, &c.) are built, and where numerous repairs to wooden vessels are executed in the course of the year.

Glassworks.

4. *Glassworks.*—The works of the "Società Vetraria Italiana" are of considerable magnitude, occupying an area of 28,705 square yards. Plate glass is the principal product. About 300 hands are employed. There are also two other factories, chiefly occupied in the making of Tuscan wine flasks.

Soapworks.

5. *Soapworks.*—A quantity of soap, a large component of which is olive oil, is manufactured in Leghorn. Almost the whole of it is exported. It is in great request in South America. The works of Messrs. Enrico Conti and Son, whose soap enjoys a high repute, produce about 750 tons annually.

6. *Flour and Maize Mills.*—Messrs. Bougleux Bros. and Co.'s works are widely known. The production of semolina is an important industry in Leghorn. Flour mills.

7. *Maccheroni and Italian Paste Works.*—The product of this industry it is needless to remark is great in every Italian town and village. Five makers are in especial favour in Leghorn. The export in 1891 amounted to about 30,000 lbs. Italian pastes.

8. *Candied Fruit Works.*—Another very active industry. In addition to the large home consumption, 25,890 cwts. of fruit (nearly all citron) were exported from Leghorn in 1892, and 37,084 cwts. in 1891, of which nearly three-quarters were shipped for the United States. Candied fruit.

9. *Tanneries.*—There are six considerable tanneries in Leghorn, but they are overshadowed in importance by some of the provincial tanneries (see the article "Hides"). Tanneries.

10. *Worked Coral.*—An industry of which Leghorn in justly proud. The principal makers are six in number. (See the separate article on the subject.) Worked coral.

11. *Rag-picking.*—590 tons of rags left Leghorn in 1892 and of the 532 tons exported in 1891, three-quarters went to the United States, the remainder to South America and England. About 800 hands are employed in rag-picking in Leghorn, of whom seven-eighths are women. Rag-picking.

12. *Patent Fuel.*—Messrs. G. Raggio and Co., well-known throughout Italy as importers of coal, produce annually from 20,000 tons to 25,000 tons of patent fuel in their Leghorn works. It is chiefly consumed by the Italian Railway Companies. Patent fuel.

Boracic Acid and Borax.

Boracic acid in its native form exists in large quantities at several places in the provinces of Pisa and Grosseto in Tuscany, the works of Count de Larderel at Monte Cerboli, which, I am informed, produce annually about 40,000 cwts., being especially well-known. There are, according to a statistical work of Professor Garollo, 12 boracic acid establishments in the two provinces, and he estimates their annual output at over 60,000 cwts. All the boracic acid works of Tuscany are in the hands of four different proprietors; they do not act as direct exporters but sell to merchants in Leghorn. Boracic acid. Quantity produced in Tuscany.

In spite of the claims of other antiseptics, the demand for the boracic acid of Tuscany continues a large one. Table B. certainly shows a drop of 8,000 cwts. in the export of 1892, but this falling-off is rather to be attributed to the general slackness of trade than to any causes particularly affecting this branch of it. The shipment to England is always large. Of the 38,283 cwts. exported from Leghorn in 1891, 27,807 cwts. were sent to the United Kingdom, almost the whole of the remainder being taken by the United States of America, Russia, Belgium, and France. Export.

Borax (not native, but having boracic acid as its source) is also produced in considerable quantities in Tuscany. The export of Tuscan borax.

Quantity exported.

borax and borate of soda in 1890 was 14,889 cwts. (7,361 cwts. to England), in 1891, 12,341 cwts. (7,005 cwts. to England), and in 1892, 14,323 cwts.

Coal.

Annual import and distribution.

About 250,000 tons of coal are annually imported into Leghorn, of which say 16 per cent. is on account of the railway companies, 24 per cent. goes to Messrs. Raggio, and is turned into patent fuel in their factory, 28 per cent. is for the six Tuscan Gas Companies, and the remaining 32 per cent. is consumed by the various industries or kept in stock for bunker supply.

Gas companies of Tuscany.

There are only six cities in Tuscany lighted by gas, and they are worked in each case by a foreign gas company. They are as follows: Florence (a French company), Leghorn (English), Pisa (Swiss), Lucca (English), Siena (Belgian), and Prato (English). But all these companies have seats in other parts of the world, and hence the coal received on their account at Leghorn only forms part, in each case, of a large annual contract.

Coal not used in Tuscany for domestic purposes.

Coal is not used in Tuscany for domestic purposes.

Freights.

Freights from the United Kingdom have, during 1892, ruled at from 6*s.* 6*d.* per ton to 8*s.* per ton, and in a few instances reached 8*s.* 3*d.* per ton.

Worked Coral.

Trade in 1892 unsatisfactory. Reasons of this.

The coral industry at Leghorn—as, indeed, at all places in Italy where it is manufactured—has, in 1892, passed through a phase most unsatisfactory to the makers. The Government early in the year prohibited fishing in the great coral beds of Sciacca, Sicily, thus causing an unexpected scarcity in the raw material. Prices consequently obtained an unhealthy rise, which was speedily followed by a correspondingly severe reaction on the Government subsequently withdrawing the prohibition.

Another cause. Indian rate of exchange.

Another cause of loss to manufacturers has been the low value of the rupee in India. Of the worked coral exported from Leghorn, nearly three-quarters finds its way to Calcutta and Madras as the bases of its distribution in British India. The losses which manufacturers have encountered in India through the depreciation of the rupee have caused them, I understand with some success, to push their business in Russia and Poland.

Quantities exported in 1891, with destination.

The following table shows the quantities of worked coral exported from Leghorn in 1891, with country of destination. These figures are not obtainable for 1892:—

Country.	Quantity.
	Lbs.
British India	43,987
Japan	6,852
Egypt	4,530
Turkey	3,236
France	989
Other countries in Asia	3,884
Total	63,478

Total export 1892.

The total export in 1892 was 41,608 lbs. avoir., a considerable falling-off from the previous year.

Quality of recent fishings at Sciacca.

The quality of the coral fished at Sciacca since operations have been recommenced there has proved, as was expected, to be very unsatisfactory, being black in colour, and even when it partly turns red retaining a dull and yellowish hue. A small quantity of Sciacca coral remaining over from 1890, which was a splendid specimen of the kind, is fetching high prices.

Fish Trade.

Cod.

The figures of imports given in Table A. represent the literal import for the year 1892, but through the kindness of a local merchant I am able to give the figures of imports of the season just ended, namely, Labrador cured, 51,820 quintals; shore, cured in Newfoundland, 16,070 quintals. First arrivals of Labrador per steamers fetched 18*s.* per quintal, and 1*l.* per quintal for shore, cost, freight, and insurance; but prices gradually receded to 14*s.* for the former and 17*s.* for the latter cure. At the end of the season about 3,500 quintals of Labrador and 500 quintals of shore were unsold, which may still possibly find an outlet at very low prices.

Use of refrigerating cells for preservation of fish.

An attempt is being made to preserve the fish in refrigerating cells, and should the experiment prove successful it will be a great boon to the trade.

The Leghorn cod "Sécherie."

An interesting experiment has recently been tried at Leghorn, namely, an attempt to set up a "Sécherie" for the curing of cod imported in brine. These Sécheries exist on the west coast of France, and the cure they produce seems to be entirely satisfactory.

Customs regulations for its conduct and management.

The originator of the scheme, a British merchant resident here, who is largely engaged in the fish trade, obtained the approval of the Italian Government to the institution of the industry, and the Ministry of Finance drew up special and elaborate customs regulations to meet the case, for salt being a Government monopoly in Italy, the customs authorities are almost as sensitive on the subject of that commodity as they are on the still more important monopoly of tobacco.

In the note of the Ministry of Finance on the subject, it is

provided that when a vessel containing fish in brine arrives in port, customs' guards shall at once be placed in charge, so that none of the salt in which the fish is packed "may be clandestinely introduced into the country." A customs guard is to accompany each load of fish on its transport to the Sécherie, and the captain of the vessel is made responsible for all customs charges.

The salt remaining on board the vessel after the cargo has been taken out is to be "carefully collected and destroyed at the captain's expense in the presence of the customs officers."

The Sécherie must contain convenient offices for the customs officials, and is to remain under their constant surveillance.

The proprietor of the Sécherie has to deposit with the Director of Customs a guarantee in cash or State bonds for the full duty on fish as "fish in brine."

A duplicate key of the Sécherie has to be furnished to the customs authorities, who are to have free access to the premises at all times.

After the process of curing has been completed, the salt, and even the salted water remaining in the Sécherie, has to be collected and destroyed in the presence of customs officials.

Fish cured in the Sécherie and destined for consumption in Italy pays only the import duty on dried fish, namely, 5 fr. per quintal, instead of 6 fr., the duty on fish in brine; but should the cure be exported the fish will be considered to have been in bond, and no duty will be charged.

The experiment has not yet had a fair trial.

Such are some of the principal customs regulations affecting this new industry, but as its originator has instituted an action-at-law against the customs authorities on an entirely separate matter, they decline to recognise him as proprietor or receive his name as guarantor, it being in accordance with their custom to decline responsible transactions with persons with whom they are engaged in litigation. Hence the experiment has not yet had a fair trial, but I still hope that all difficulties may be removed, and that this new industry, due to British enterprise and forethought, may attain flourishing proportions in this district.

Herrings.

Herrings have as usual found a large outlet in this market. The imports from Great Yarmouth amounted to 36,944 barrels, remitting 14*s.* to 12*s.* per barrel to the curers net of all charges on this side, including freight.

Pilchards.

About 4,080 casks, or 2,040 hogsheads, of pilchards found buyers during the season. This cure has greatly improved of late years, owing to the new system of pickling and pressing, instead of curing them in dry salt. The prices realised during the season ranged from 1*l.* 16*s.* down to 1*l.* 7*s.* per cask for cost, freight, and insurance.

Salmon.

Salmon pickled in tierces is gradually losing ground in Tuscany. Only 90 tierces were imported last year. These fetched from 4*l.* 10*s.* to 5*l.* per tierce for cost, freight, and insurance.

Hides.

The import of raw hides, which it will be seen from Table A. is a considerable one, consists principally of a lightweight article ($6\frac{1}{2}$ lbs. to $11\frac{1}{4}$ lbs.), and is drawn in great measure from the British-Indian, Cape of Good Hope, Aden, Tunisian, and other North African markets. These hides are all tanned in Tuscany, the products of Santa Croce on the Arno, and Pescia in the Pistoiese district, having an especial celebrity. The leather produced is of the lighter kind used in the uppers of boots, as opposed to the stouter material employed in the making of soles. Import. Quality of leather produced.

An interesting feature in the hide trade, and one which has been watched with some curiosity during the last few years, is the import from the Italian colony of Massowah. The hides imported thence were chiefly those of oxen, which had been sent to the colony from Italy to be slaughtered for the subsistence of the garrison. There is also a native article, but it is of little value, as it is deteriorated by the scorching heat and an imperfect method of preparation, and often further injured by the reckless clumsiness of the slaughterers. The Italians, with the eager patriotism which distinguishes them, felt it a duty to give a preference to the hides from Massowah. But the trade is languishing. The garrison is reduced, the number of civilians in the colony is less, and those who embarked in the hide trade have been discouraged by a want of immediate success. Of the total of 1,602 tons of hides imported into Leghorn in 1891, 30 tons came from the colony of Massowah. I have been unable to obtain the proportion for 1892, but one of our leading merchants assures me that this branch of the trade is a diminishing one. Import from the colony of Massowah.

The hides exported from Leghorn are exclusively a domestic product. Table B. shows that the trade is of considerable bulk and value. The Tuscan hide has an easy pre-eminence as the best and most durable article of the kind obtainable. Nowhere is it more appreciated than in the United Kingdom. Of the 1,992 tons exported from Leghorn in 1891, 1,467 tons (about three-quarters of the total export) were shipped to Great Britain (chiefly to Liverpool for distribution), the remainder finding their way to Belgium, Denmark, France (136 tons), Germany (341 tons), Russia, and North America (18 tons). The fact that so small a quantity only is exported to the United States seems somewhat curious. All the best belting for machinery in the United Kingdom, all the light harness which needs to be doubly durable, is made from Tuscan native hides, and the article has in this respect a world-wide reputation. However excellent may be the home-tanned leather of the United States, it seems impossible not to suppose that the Tuscan trade with America might be greatly developed. Export. The greater part goes to the United Kingdom. But little goes to United States of America

The Tuscan hides are all brined in the different centres of production, the heat making it impossible for them to be sent any great distance in the condition in which they leave the butchers' Tuscan hides salted in centres of production.

hands. Merchants have their salting-houses scattered about the country. They buy direct from the local butchers—men who are often in a very small way of business and can only furnish very small quantities—and a certain primitive and personal character is thus imparted to the trade in general.

Value of the hide trade to Leghorn.

The high repute in which the Tuscan hide stands, and the fact that it finds its natural channel of export at Leghorn, has been of the greatest benefit to this port, as it has tended to attract and concentrate here the bulk of the hide trade of the Peninsula.

Olive Oil.

Failure of last season's crop.

In Tuscany the crop last season, 1892–93, was all but a complete failure, owing chiefly to the ravages of the olive fly, the damaged fruit having in consequence dropped off the trees in September and October.

The yield under one-tenth of full crop.

The yield of oil in Tuscany was under one-tenth of a crop; —a full crop is estimated at 500,000 barrels of 30 chilos (66 lbs.) each—and of this small quantity the greater part consisted of defective oil made from fruit injured by the maggot or by the severe frosts experienced during the winter. Hence new oil of perfect quality fetched prices 30 per cent. higher than the previous season, while oil remaining over from last year of good quality experienced a similar rise in value.

Prospects for the coming season.

Prospects for the coming season are favourable, but meanwhile the stocks of oil in Tuscany are depleted to an extent hardly ever before realised, and but for the general depression in trade and consequent low values of all commodities, there can be no doubt that prices of olive oil would have necessarily advanced very much higher.

Shipping.

Entries and clearances.

British arrivals.

According to statistics of the Chamber of Commerce (see note at end of Tables of Shipping), 4,101 vessels entered the port of Leghorn in 1892, and 3,975 vessels cleared outwards. Of the arrivals 348 (according to the Consular registers) were British ships, of which 158 were regular traders between the United Kingdom and the Mediterranean with cargoes of general merchandise; 40 with similar cargoes trading regularly with the United States; 21 running between Antwerp and the Mediterranean; 97 with cargoes of coal and patent fuel; and 15 with cod from Newfoundland and Labrador.

Departures of British ships.

Of the 345 departures of British vessels, 104 cleared in ballast for ports in the Mediterranean and Black Sea, the remainder being nearly all regular traders.

69 British ships did not deposit articles.

Of the 348 British vessels which entered the port, 69, according to the Consular registers (principally Cunard and Leyland boats), stayed under 48 hours, and were thus able to clear outwards without depositing their articles at the Consulate

and receiving the Consular clearance certificates required by the port authorities for vessels staying over 48 hours.

Advisability of such vessels communicating with the Consulate.

The regulation by which this is permitted makes it difficult for a Consulate to keep an exact register and compile an exact return of British shipping. Though the local commercial paper professes to give all entries and clearances of vessels, its information is often inexact and in any case insufficient, and at the end of the year the Consular registers always differ from the annual return published by the Chamber of Commerce. It would be extremely serviceable in securing the exact return of shipping which Her Majesty's Consuls are required to furnish, if British vessels staying under the 48 hours were obliged to send to the Consulate, on a printed form sanctioned by the Board of Trade, notice of their arrival, with such other particulars as are required for purposes of compiling the annual return of British shipping. If the present regulation has been framed because communication with the Consulate would tend to delay a vessel that is only putting into port for a few hours, this objection could not apply to the form suggested, which would only take a few moments to fill up.

Regular lines.

The following are the principal regular lines of steamers calling at Leghorn :—

Between London and the Mediterranean: General Steam Navigation Co., 2 to 3 monthly calls; S. Rae and Co.—A. Laming and Co., about every 3 weeks.

Between Antwerp, London, and the Mediterranean: Gellatly's line, twice monthly.

Between Liverpool and the Mediterranean: Cunard Line, Leyland Line, Z Line (Glynn and Co.), each twice monthly.

Between United States and Mediterranean: Anchor Line and Knott's Prince Line, twice monthly.

Between Hull and the Mediterranean: Wilson Line, about twice monthly.

Between Glasgow and the Mediterranean: Anchor Line, occasionally; MacKill Line, monthly.

Between Swansea and the Mediterranean: John Bacon Line, monthly.

Italo-Britannica Line.

The new Italo-Britannica Line (an Italian company running English-built vessels, and principally supported by English capital) had done much, by its reckless cutting-down of freights, towards making the London-Leghorn shipping traffic a profitless business to themselves and all others concerned. That company, however, has, as a result of its own policy, found it profitless to continue its visits to Leghorn, and as another regular line has, in the meantime, also ceased to call here, a more normal state of affairs may be again looked for.

Knott's Prince Line.

Another noteworthy incident in the shipping trade is the institution at this port of Knott's Prince Line, trading between the Mediterranean and the United States, West Indies, and Central and South America. During 1892, 16 vessels of this line left the port of Leghorn, and that its controllers are increasing their operations is sufficiently manifest by the fact that 14 vessels of the line cleared in the first 3 months of 1893.

Seamen's Bethel and Reading-room.

The Seamen's Bethel and Reading Room has been removed from the Old Mole, where it has been since its foundation, to more commodious premises facing the principal street of the town. The resident Scotch minister, Rev. J. Macfarlane, under whose control it is, speaks in his annual report most favourably of its progress and of the number of seamen whom it continues to attract.

Pilotage.

False pilots a danger at Leghorn.

Several cases occurred during the year of the masters of British vessels inadvertently taking on board false pilots on their entry to the port. In one case a vessel was brought in contrary to the then existing quarantine regulations; in two other cases the vessels were run aground. So serious had the evil become that a deputation of the corps of licensed pilots waited upon me at the Consulate and begged that masters might be officially warned of the danger they ran and informed as to the manner of recognising a licensed pilot. I brought the matter under the notice of the Marine Department of the Board of Trade, and my report was published in the "Board of Trade Journal" of March, 1893. For the benefit of masters and owners who may not have seen this journal, it has seemed to me well to repeat the substance of the information there given.

Means of identifying a licensed pilot.

Masters should be especially careful whom they take on board at night-time; a licensed pilot is rarely to be found after 10 o'clock, the inducement for the pilots to be on the look-out not being great, as the pilotage is not compulsory. The authorised pilots carry a certificate of the captain of the port stating that they belong to the licensed body ("piloti pratici"). Their boats are black, with a white rim running round the top. The pilot flag is blue, white and blue, with a blue anchor on the white stripe. Their sail is white, with a black anchor in the centre. They wear no uniform.

Harbour Works.

New breakwater.

In September, 1889, a large stone breakwater was commenced at the south entrance to the new port. This breakwater runs east and west in the open sea, unconnected with the shore or the new mole, and is intended to protect ships in the new port from the dangerous south and south-west winds ("scirocco" and "libeccio"). It will have the further advantage of protecting to some extent the "Diga Rettilinea," a point at the entrance of the old port to which the railway was specially brought with a view of inducing coalers to unload there, but which, owing to its exposed position, has hitherto been looked upon by masters with some suspicion, though the port authorities regard such fears as entirely groundless.

Its dimensions and cost.

The new breakwater—which is now, except at one point, well

above the water—is 1,575 feet in length, from 17 feet to 49 feet in depth, and about 46 feet in breadth. It is constructed of huge blocks of cement, 353 cubic feet each, which are taken out from the shore and placed in position by pontoons. The estimated cost of the breakwater is 100,000*l.*, one-fifth of which is borne by the province and commune, the remainder being paid by Government. It should be completed before the end of next year (1894).

Dredging operations.

The special dredging operations, which have for so long been in continuance in the two harbours, have now almost been completed, and, except in certain places on the west side, a depth of 26 feet has been secured in the old or inner port, and a depth of from 26 feet to 28 feet in the new or outer port. It is supposed that the ordinary dredging will be sufficient to maintain this depth.

Suggested improvements.

Various schemes for the improvement of the port are at present under the consideration of the authorities, such as the removal of the rocks at the north entrance of the outer harbour, the enlargement of the quay-sides of the inner harbour, and the erection of cranes in the Mandraccio (a separate basin of the old port nearest to the Maritime Railway Station), but though the last-mentioned scheme attained the dignity of a political cry at the elections of 1892, all the three suggested improvements still await the first steps towards practical embodiment.

Shipbuilding.

Orlando's shipbuilding yard.

The interest of this industry in Leghorn is centred in the great shipbuilding yard of Messrs. Orlando Brothers. This firm are at present engaged upon the following vessels of war for the Italian Government:—

Vessels building for Government.

The cruiser "Etruria": displacement, 2,250 tons; length, 263 feet; breadth, 39½ feet; draught, 15 feet; indicated horse-power, 6,500.

The cruiser "Umbria," twin ship to the above.

The torpedo cruiser "Caprera" (first called the "Clio"): displacement, 840 tons; length, 229½ feet; breadth, 26¾ feet; draught, 10⅛ feet; indicated horse-power 4,000.

The "Umbria" and "Etruria" are in an advanced state towards completion, the latter, indeed, having already made several successful trial trips, and both vessels will be delivered to the Ministry of Marine in the course of the present year. The "Caprera" is still on the slides, and will scarcely be ready before the end of 1894.

Vessel building for Sultan of Morocco.

Messrs. Orlando are also constructing a torpedo cruiser, the destination of which was for a long time the subject of much conjecture. The secret was well kept, but it is now known that she has been ordered by the Sultan of Morocco. Her dimensions are: Length, 195⅙ feet; breadth, 30 feet; height, 17¾ feet; indicated horse-power, 2,000. She was launched in August, 1892. Being destined for a Mahommedan power, there was no christening

ceremony, but she received a Moorish name, the translation of which is, "The bearer of good tidings from Islam to the four quarters of the globe." This vessel, too, will probably be delivered at the end of 1894.

Messrs. Orlando entirely complete and fit out all these vessels.

In all four cases Messrs. Orlando are completing the vessels from stem to stern, furnishing them with engines and fittings. They are then sent to Spezia to have their guns mounted, and they there do the official trial trip over the measured mile.

Delivery of the "Aretusa."

The event of the year has been the delivery of the torpedo cruiser "Aretusa." This smart vessel, which is of 840 tons displacement, was launched in March, 1891. Her engines, both designed and constructed by Messrs. Orlando themselves, were required by the plans of the Ministry of Marine to develop 4,000 I.H.P. and give a speed of 20 knots. But the "Aretusa" has developed 4,485 I.H.P., and attained a speed of 21 knots. Messrs. Orlando Brothers are to be congratulated on having so far surpassed official requirements, and on having added a strikingly successful ship of the class to their country's navy.

Vessels repaired in dry dock.

During the year 13 vessels have been overhauled and repaired in the great Leghorn dry dock, which Messrs. Orlando rent from the Italian Government. Particulars of this dock were furnished in Mr. Consul O'Neill's report on the trade of Leghorn, 1886–89. To the information there given I may add that 4 hours are required to empty the dock of water.

Number of men employed in yard.

The number of men employed in the yard is 1,400.

New Water Works.

Leghorn supplied with spring water.

Leghorn is at present supplied exclusively with spring water. It is brought from the Livornese Hills, a distance of 10 miles, in an aqueduct constructed with the greatest engineering skill, and is impounded in the city in two large covered reservoirs. The water is not laid on in any of the houses, but is fetched by water-carriers from the public founts, and supplied to residents in wooden barrels containing $3\frac{1}{2}$ gallons, at a cost of about 1*s.* 6*d.* per 100 gallons.

Its cost.

This is in no sense a municipal water-rate, but simply a charge made by the water-carriers for the trouble of porterage. The water is free to those who choose to help themselves to it.

The supply insufficient.

The quality of the water is excellent, but unfortunately the supply is insufficient, especially in the summer, and it has more than once happened that the city has been on the verge of a water famine. The present aqueduct was commenced at the end of last century, when the population of the city was only 30,000, as against 100,000 at the present day. The common feeling has for long been in favour of adding to the water supply of the city, but hitherto, although various schemes have been submitted to the municipality, no new undertaking has been set on foot.

Details of the new scheme.

In 1884 two Italian engineers obtained a Royal decree granting them a concession to supply Leghorn with water on the terms of a scheme which they had submitted, and this concession

has been subsequently acquired by an English firm. The plan is simply this. It is proposed to impound in an immense artificial lake the waters of two considerable mountain torrents. This lake or reservoir will be formed by the Savolano Valley, which is situate in the same hydrographic basin as the Colognole springs, which now furnish Leghorn with water. It will be of a superficies of 203,000 square yards, and have an average depth of 80 feet. The situation is at an altitude of 460 feet above the sea level. As the reservoir will face north, it will be exposed to the purifying influences of the "tramontana" winds. The water is to be brought to Leghorn by means of pipes running parallel with the existing aqueduct, and it is calculated that the city will be supplied with 22½ gallons per second. The height at which the lake is situated will give sufficient hydraulic pressure for all industrial purposes. And here comes the feature which is entirely new to Leghorn. The water will be laid on directly in the houses. According to a system approved and recommended by the well-known hydraulic engineer, Mr. George F. Deacon, there will be no cisterns in the houses, but the water will be drawn straight from the running main every time a tap is turned on. The company which will be formed to work this enterprise will be on the ordinary footing of a water company; the inhabitants of Leghorn will have liberty to accept or reject the company's water, but it has been calculated that they will supply water at a cheaper rate than the water-carriers, besides the great and new convenience of always having water in the house.

Local objections to the scheme.

This scheme, however, is not regarded favourably by some of the local authorities, and that chiefly on supposed hygienic and scientific grounds. Throughout Italy there exists a strong prejudice in favour of spring water, a strong antipathy to the idea of drinking water which has been impounded in open reservoirs. The present Leghorn supply rises under cover, it flows to the city under cover, and is there impounded under cover, while the proposed supply will be impounded in an open reservoir and will be principally composed of rainwater. Mr. Deacon is strongly of opinion that water impounded in open reservoirs is freer from noxious germs than spring water, which is protected from the purifying action of the air, and judging by the success of the Liverpool and Glasgow water supplies, his view would seem to be perfectly just. But such ideas do not prevail here, and though the English company are at present making a special effort to push their project, they will have much to do to break down the local prejudice in favour of spring water.

Chamber of Commerce.

Foreigners are qualified to sit on the Council of the Leghorn Chamber of Commerce.

The elections for the Chamber of Commerce brought under my notice the more liberal policy in vogue in this country with reference to the composition of the Chambers as compared to that existing in some neighbouring countries. I can only speak of some countries which entirely exclude the foreign element, but there may

be others, with the laws of which I am unacquainted, which also do not consider foreign nationality as a disqualification to holding such a position.

Even its president is a foreigner.

In Leghorn not only were foreign merchants elected as members, but they elected a foreigner as president. They made an excellent choice in a Swiss gentleman, who is a merchant, and also the representative of his country in this district. One of our leading British merchants was also elected to membership, but from personal reasons was unable to serve.

Much can be done by Italian Chambers of Commerce.

In countries where so much is looked to from the Government in the way of assistance towards improvements and carrying out new projects, there is considerable scope for these gentlemen to show their diplomatic skill, and, as may be imagined, it is no easy matter for the Government to satisfy even in a small measure the wants of the different ports and cities whose commercial interest they represent.

Naval Academy.

The Naval Academy the chief object of interest at Leghorn.

The Royal Naval Academy is, perhaps, the establishment by which Leghorn is chiefly an object of interest to the whole of Italy, as there are few of the leading families who have not some of their members either going through the 5 years' course as cadets, or the superior course as sub-lieutenants before their promotion to be lieutenants. The naval service is the most popular in Italy, and no trouble or expense is spared to give a thoroughly good and complete education to the future officers.

Annual cruise of the cadets.

The cadets of the Academy started from Leghorn in July in the "Victor Emanuel" (frigate), "Flavio Gioia" (cruiser), "Contedi Cavour" (transport), and "Caracciolo" (corvette), under the command of Rear-Admiral Morin, for their annual cruise of instruction. They visited the Azores, Vigo, Gibraltar, Carthagena, the Balearic Islands, and La Maddalena, being absent $3\frac{1}{2}$ months. The health of the cadets was excellent, and the cruise in every way highly satisfactory. The Academy was inspected by the commanding officers of the British men-of-war who visited the port in the month of August, and they were struck with the completeness of the arrangements, giving as an opinion that they had never seen anything superior in the same line.

Opinion of English Officers.

Change contemplated in length of service.

A change is contemplated in the age of entry and time to be passed at the Academy, 3 years being talked of instead of 5 years, but nothing has been settled so far.

Three cadets from Morocco at Academy.

There are three Moorish cadets at the Academy, who, it is said, are being trained to officer the cruiser now being built for the Sultan of Morocco at Leghorn.

Leghorn as a Watering Place.

Leghorn the bathing resort of the Florentines.

As Brighton is known as London-super-Mare, Leghorn may be called the same as to Florence, for it is the principal bathing

resort of the Florentine families during the months of July and August.

The season of 1892 was particularly brilliant, as in addition to the presence of the King of Italy to inaugurate the statue of Victor Emanuel, when a large Italian fleet, including three vessels flying admiral's flags, was present, the arrival of two of our warships, the "Sans Pareil" and the "Phaeton," was much appreciated by the residents and visitors, and was made the occasion of an interchange of international courtesies, including a most successful gala night at the opera in honour of the British officers. Of late years the visits of our men-of-war to Leghorn have been less frequent than in days gone by, but I think this last occasion left an agreeable impression, and may cause the visit to be repeated by other vessels of the Mediterranean Squadron.

The season of 1892 a brilliant one.

Visit of British ships of war.

The heat on the baths is never excessive, the mistral causing a freshness in the air which materially adds to the result of making Leghorn one of the most desirable residences in Italy during the summer months.

The heat not excessive.

The following table, showing the death-rate at Leghorn to be lower than in any of the other large cities of Italy, is good evidence as to the healthiness of the place in 1891 :—

Death-rate the lowest in Italy.

City.	Population.	Death Rate per 1,000.
Leghorn	107,481	21·3
Alessandria	72,670	22·4
Rome	415,498	23·4
Turin	312,422	23·5
Genoa	210,652	24·0
Palermo	266,872	25·5
Messina	139,744	25·6
Florence	185,057	26·0
Bologna	138,339	26·4
Padua	81,008	26·4
Verona	73,104	26·7
Ferrara	83,140	27·0
Naples	517,067	29·5
Bari	70,397	29·5
Venice	152,416	29·8
Catania	115,665	30·1

Annex A.—RETURN of Principal Articles of Import into Leghorn during the Years 1889–92. (From Statistics published by the Chamber of Commerce.)

Articles.		1889.		1890.		1891.		1892.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
			£		£		£		£
Coal and coke	Tons ..	223,490	245,409	270,969	308,565	216,815	231,091	219,132	218,343
Coffee	Cwts. ..	15,234	68,159	18,546	86,742	12,303	57,545	11,812	56,566
Cotton, raw	„ ..	12,315	31,704	13,980	35.539	13,669	29,186	15,792	30,508
„ yarns and thread	„ ..	2,536	19,552	2,036	16,331	1,234	9,681	1,088	5,530
„ tissues	„ ..	10,225	105,737	8,528	83,840	7,201	65,920	5,323	43,296
Fish, cured	Quintals ..	154,498	188,937	153,532	187,322	129,464	157,957	164,261	215,250
Hides, raw	Tons ..	1,510	95,247	2,056	129,613	1,602	101,022	1,009	42,106
Iron, pig and scrap ..	„ ..	25,682	84,187	13,252	46,316	10,228	28,136	10,007	29,991
Jute, raw	„ ..	680	11,057	1,862	30,290	1,535	23,110	1,655	26,937
Mineral oil	„ ..	7,508	63,358	7,556	63,786	5,999	41,478	6,794	16,973
Sugar	Cwts. ..	40,440	28,786	52,950	37,689	40,218	27,869	12,148	8,893
Tobacco, leaf	Tons ..	6,574	354,493	6,016	293,628	5,389	234,102	6,349	289,176
Wheat	„ ..	59,620	482,007	49,150	397,864	22,467	210,163	32,338	144,667
Wool, washed and unwashed	Cwts. ..	13,338	96,845	10,498	71,723	11,872	97,213	5,129	33,901
Wool, yarns and tissues	„ ..	2,151	43,982	1,795	41,877	1,515	29,509	1,196	23,501

Annex B.—RETURN of Principal Articles of Export from Leghorn during the Years 1889–92. (From Statistics published by the Chamber of Commerce.)

Articles.		1889.		1890.		1891.		1892.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
			£		£		£		£
Boracic acid	Cwts. ..	38,222	40,416	40,462	50,218	38,283	51,650	29,793	36,350
Candied fruits	„ ..	33,333	117,819	45,606	162,292	37,084	131,968	25,890	92,107
Coral, worked	Lbs. (avoir.)	34,582	113,018	53,860	176,018	63,478	207,453	41,608	135,979
Eggs	Cwts. ..	6,282	20,352	2,796	7,391	1,881	4,972	4,078	10,780
Hemp, raw	Tons ..	4,822	131,394	5,671	161,442	6,265	186,017	4,625	142,924
Hides, raw	„ ..	2,128	136,833	1,914	112,862	1,992	101,402	2,312	188,421
Marble and alabaster, rough and in blocks	„ ..	19,810	63,992	18,490	56,001	14,170	41,805	12,243	35,439
Marble and alabaster, worked	„ ..	5,924	142,095	3,688	68,680	8,061	174,667	5,741	25,684
Mercury	Cwts. ..	7,761	75,754	8,857	90,590	10,826	97,968	5,115	45,710
Olive oil	„ ..	71,493	174,454	55,546	135,431	59,244	132,517	78,326	167,238
Rags, vegetable	Tons ..	1,652	22,166	878	11,779	532	6,929	590	7,101
Soup	„ ..	970	22,880	1,004	23,682	1,090	22,170	1,295	26,326
Straw hats	Number .	553,076	33,185	528,398	25,363	205,392	9,037	856,134	37,669
Wine in barrels	Gallons ..	112,420	6,950	170,950	11,742	126,676	7,370	197,208	8,274
„ in bottles	Number ..	281,879	19,731	166,432	11,690	12,651	834	174,768	10,136

Annex C.—Return of all Shipping Entered at the Port of Leghorn for the Years 1887–89. (From Statistics published by the Chamber of Commerce.)

1887.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	25	6,018	452	414,149	477	420,167
Italian	2,221	109,329	1,078	610,105	3,299	719,434
Austrian	10	2,717	2	886	12	3,603
Greek	23	6,877	...	...	23	6,877
French	17	2,109	254	91,449	271	93,558
German	...	...	43	43,904	43	43,904
Other countries ...	14	2,789	87	65,270	101	68,059
Total	2,310	129,839	1,916	1,225,763	4 226	1,355,602

1888.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	15	2,789	326	322,181	341	324,970
Italian	2,185	106,460	1,188	677,389	3,373	783,849
Austrian	7	2,464	2	1,767	9	4,231
Greek	9	2,170	4	2,404	13	4,574
French	1	200	243	83,903	244	84,103
German	...	...	39	40,400	39	40,400
Other countries ...	16	4,653	71	53,222	87	57,875
Total	2,233	118,736	1,873	1,181,266	4,106	1,300,002

1889.

Year.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	17	4,271	350	365,053	367	369,324
Italian	2,178	102,214	1,112	663,064	3 290	765,278
Austrian	3	1,156	4	2,517	7	3,673
Greek	29	7,489	2	1,200	31	8,689
French	7	738	231	79,242	238	79,980
German	...	...	38	39,590	38	39,590
Other countries ...	20	3,090	70	54,138	90	57,228
Total	2,254	118,958	1,807	1,204,804	4,061	1,323,762

RETURN of all Shipping Cleared at the Port of Leghorn for the Years 1887–89. (From Statistics published by the Chamber of Commerce.)

1887.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	22	4,256	420	410,177	442	414,433
Italian	2,161	100,041	1,065	609,407	3,226	709,448
Austrian	5	1,567	1	443	6	2,010
Greek	13	3,181	...	...	13	3,181
French	18	1,928	254	91,419	272	93,347
German	...	...	43	42,766	43	42,766
Other countries ...	8	1,001	89	67,190	97	68,191
Total	2,227	111,974	1,872	1,221,402	4,099	1,333,376

1888.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	22	4,432	337	329,541	359	333,973
Italian	2,121	101,346	1,189	674,097	3,310	775,443
Austrian	4	1,090	2	1,767	6	2,857
Greek	10	2,761	3	1,567	13	4,328
French	1	200	243	83,813	244	84,013
German	...	...	32	34,794	32	34,794
Other countries ...	14	3,375	58	51,964	72	55,339
Total	2,172	113,204	1,864	1,177,543	4,036	1,290,747

1889.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	14	3,941	353	364,728	367	368,669
Italian	2,107	96,958	1,101	659,581	3,208	755,539
Austrian	3	1,020	4	2,517	7	3,537
Greek	22	5,622	2	1,200	24	6,822
French	7	738	231	79,242	238	79,980
German	...	...	37	38,836	37	38,836
Other countries ...	19	3,019	70	55,140	89	58,159
Total	2,172	110,298	1,798	1,201,244	3,970	1,311,542

Annex D.—Return of all Shipping Entered at the Port of Leghorn for the Years 1890–92. (From Statistics published by the Chamber of Commerce.)

1890.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	8	1,752	365	377,904	373	379,656
Italian	2,354	118,847	1,053	716,700	3,407	835,547
Austrian	4	1,490	2	1,254	6	2,744
Greek	18	5,900	2	1,854	20	7,754
French	8	818	234	75,729	242	76,547
German	...	...	53	54,588	53	54,588
Other countries ...	25	8,320	66	51,798	91	60,118
Total	2,417	137,127	1,775	1,279,827	4,192	1,416,954

1891.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	4	2,252	390	394,119	394	396,371
Italian	2,276	109,490	1,114	690,050	3,390	799,540
Austrian	6	1,577	4	2,880	10	4,457
Greek	17	5,287	5	4,449	22	9,736
French	5	702	245	88,662	250	89 364
German	6	1,490	60	54,708	66	56,198
Other countries ...	16	4,400	80	57,071	96	61,471
Total	2,330	125,198	1,898	1,291,939	4,228	1,417,137

1892.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	16	3,312	297	362,323	313	365,635
Italian	2,329	101,537	1,070	704,190	3,399	805,727
Austrian	3	2,137	2	1,650	5	3,787
Greek	11	3,030	4	2,663	15	5,693
French	2	201	153	66,831	155	67,032
German	...	...	65	52,822	65	52,822
Other countries ...	17	4,798	132	84,917	149	89,715
Total	2,378	115,015	1,723	1,275,396	4,101	1,390,411

RETURN of all Shipping Cleared at the Port of Leghorn for the Years 1890–92. (From Statistics published by the Chamber of Commerce.)

1890.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	2	284	400	398,158	402	398,442
Italian	2,262	123,850	1,011	700,756	3,273	824,606
Austrian	1	241	2	1,254	3	1,495
Greek	20	5,670	1	1,109	21	6,779
French	8	818	234	75,729	242	76,547
German	...	...	43	44,607	43	44,607
Other countries ...	5	1,448	74	54,201	79	55,649
Total	2,298	132,311	1,765	1,275,814	4,063	1,408,125

1891.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	4	1,522	442	412,035	446	413,557
talian	2,184	113,010	1,069	712,809	3,253	825,819
Austrian	...	...	2	1,260	2	1,260
Greek	10	3,453	...	...	10	3,453
French	5	702	242	79,217	247	79,919
German	1	154	50	45,915	51	46,069
Other countries ...	6	1,370	81	56,593	87	57,963
Total	2,210	120,211	1,886	1,307,829	4,096	1,428,040

1892.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	16	5,464	301	383,837	317	389,301
Italian	2,229	86,618	1,068	747,601	3,297	834,219
Austrian	2	1,183	2	1,650	4	2,833
Greek	13	4,702	4	3,806	17	8,508
French	2	202	151	66,066	153	66,268
German	15	10,145	50	42,678	65	52,823
Other countries ...	6	2,398	116	64,589	122	66,987
Total	2,283	110,712	1,692	1,310,227	3,975	1,420,939

NOTE.—With reference to these tables, I may point out that in number of vessels arriving at Leghorn there is a superiority to those leaving of 127 in 1887, 70 in 1888, 91 in 1889, 129 in 1890, 132 in 1891, and 126 in 1892, a total in six years of 675 plus those remaining in 1886, which should have been in the port at the end of the year 1892, or have been broken up while here. That they were not in the port I can testify, so I can take no responsibility for these figures, which, however, are official.

For the year 1891, we have in our registers 364 vessels of 366,120 tons, and for the year 1892, 348 vessels of 333,799 tons. We might, in the latter year, have omitted some which (staying under 48 hours) did not deposit their articles at the Consulate, and which were not reported in the local paper, but we cannot possibly enter more vessels than arrive, and this fact further shatters my entire faith in these figures.

The Industries of Lucca.

Abundance of running water for manufacturing purposes.

Lucca owes its existence as a busy manufacturing centre chiefly to its abundance of running water. The River Serchio, on which Lucca is situated, and its tributary the Lima, both have their sources in the Apennines. A great number of torrents help to swell the rivers and add to the available horse-power.

New railway.

A branch railway—shortly to be constructed—will open up the heart of the Lucchese district, and do much to increase its industries.

Balestreri's jute, hemp, and flax mills.

The principal industrial establishment of the district is that of Messrs. E. Balestreri and Company, of Ponte-a-Moriano, where the spinning and weaving of jute, as well as of hemp and flax, are carried on. This establishment has been in existence as a jute-mill for about 12 years, but the flax and hemp industries have only lately been introduced. There are about 2,700 spindles in the jute-mill. It has been working with very good results except during the last 2 years, when the high prices of raw jute were not followed by an advance in the spun and woven article. The flax and hemp spinning has not yet been carried on long enough for an opinion to be formed on its ultimate success. The mills have about 700 horse-power at their disposal.

Sciaccalugo's cotton mill.

The largest cotton-mill in the district is that of Signor Sciaccalugo, which has about 40,000 spindles, and employs nearly 800 workpeople. American and Indian cotton are used for spinning, and the enterprise has proved a profitable one.

Italian Thread Manufacturing Company.

The Fabbriche Italiane di Filati Cucirini (the Italian Sewing Thread Manufacturing Company), late Carlo Niemack and Company, manufacture cotton and linen sewing-thread. They were changed into a limited company 3 years ago, and are now working with a fair profit. They have about 200 horse-power (water) at their disposal, and 80 horse-power (steam), and employ from 600 to 700 hands, as they also do their own twisting, bleaching, and dyeing. They principally supply the Italian market, but also do some business in the East.

Wooden thread spool factory.

Wooden thread spools, for use in the local thread factories, are manufactured by Messrs. Davini, whose establishment is a large and important one of the kind.

Silk industry.

But the industry for which Lucca is most renowned, and which has chiefly earned for her the historic title of "l'Industriosa," is the spinning of silk. The silk of Lucca maintains its superiority to any other manufactured in Italy, and this is chiefly due to the skill of the workwomen, who take an intense pride in their work, and in the traditions of Lucchese excellence, which are handed down from one generation to another in the spinners' families. In the last few years manufacturers have been losing, but prices rose considerably in 1892, and a very fair business was done. It is, perhaps, too early yet to express an opinion on the result of the present year's crop, but I incline to think that prices will be higher than last year, as there is bound to be a scarcity of mulberry leaves, owing to the continued prevalence of the drought.

Piombino.

The little town of Piombino (population 4,000), known in history as having given its name to the principality held by the Buoncompagni-Ludovisi family, bids fair in these days to acquire celebrity of a very different kind, namely, that of an active seat of iron manufactures. Extensive rolling mills have recently commenced working here. The proprietary company is styled the "Società la Perseveranza"; its principal shareholder is the "Credito mobiliare" of Italy, and its director is the Marchese Ridolfo Ridolfi, a member of a well-known Tuscan family. Iron and steel are the products in the shape of rolled iron, railway fish-plates, bolts and nuts, steel shells and shot for account of the Italian Government, &c. About 16,000 tons of finished products are turned out in the course of the year, in the manufacture of which about 500 hands are employed and machinery of 800 horse-power. Chiefly old iron and scrap are worked up with lignite from the mines of Tatti and Montemassi. The rolling-mills of Piombino.

Piombino is situated on a promontory 50 miles to the south of Leghorn, and its natural situation had caused it to be left on one side by a great main-line of railway. The distance between the nearest main-line station (Campiglia) and Piombino—8 miles —has hitherto been traversed by "diligence," but in April, 1892, a small branch-line was opened connecting Piombino with the main-line at Campiglia. This railway will greatly aid the industrial efforts of the little town. Piombino is now connected with the main-line of railway.

It has a further advantage, one concerning the many travellers in Italy. Piombino is the nearest point on the mainland to Elba. A small steamer daily conveys mails and passengers to the island, the crossing occupying about 1½ hours. Visitors to Elba wishing to avoid the much longer sea-route from Leghorn (Wednesday's boat calling at the Islands of Gorgona and Capraia, 8 hours; Sunday's boat, 5 hours) can now escape a dusty and unpleasant diligence ride to Piombino and come there direct by rail. Advantages of the branch-line to visitors to Elba.

Piombino has a natural harbour in the bay on the northern shore of which the Perseveranza Works are situated. Ships can load and discharge there, but it is much exposed. Piombino has a natural harbour.

Orbetello and Monte Argentario.

I visited in the spring the town of Orbetello and adjoining promontory of Monte Argentario, which are situated on the southern boundary of the province of Grosseto, and also of this Consular District.

Orbetello has a population of 4,800 inhabitants; it stands on a spit of land which projects into the salt water lake of the same name. This lake is formed by two narrow strips of land which unite the promontory of Monte Argentario with the mainland In former times there is no doubt that Monte Argentario was an island, the action of the waves and currents having gradually Salt water lake.

thrown up the sands, of which the links connecting it to the mainland are formed. The Lake of Orbetello covers an area of nearly 11 square miles, it has several openings into the sea, but is extremely shallow in the deepest part, not more than 5 feet, and it seems to be gradually filling up. But by dredging a magnificent land-locked harbour might be created, which, moreover, would be perfectly protected by the fortifications on the heights of Monte Argentario, recently erected by the Italian Government. Under Napoleon Bonaparte plans were prepared for deepening a part of the lake for the formation of a harbour, to which a deep water channel on the northern side and another on the southern would have provided access.

Fortifications.

Fishery.

At present the lake is only used as a fishery, which is farmed out by the commune and brings in a yearly revenue to the town of about 1,000*l.* (25,000 lire), though nothing in the way of pisciculture is carried on. White fish, soles, and eels abound; one variety of the latter, the capitone, attains a great size and commands a high price at Christmas time for the Naples market, where it is esteemed a great delicacy.

Orbetello.

The entrance to Orbetello, over a moat and through massive gateways in the bastions which were erected by the Spaniards, is curious, and the town offers as objects of interest the façade of the old Duomo and the remains of a Pelasgic wall on the lake front.

Monte Argentario.

Monte Argentario is a conspicuous object, rising from the sea to a maximum elevation of 2,000 feet; to the north the coastline, with the heights of Telamone, the ancient Telamon, where another fortress is being constructed by the Government. This is intended as the counterpart of the fortifications on Monte Argentario, in order to prevent a landing in the fine bay formed by the Monte Argentario and the heights of Telamone, considered to be one of the most vulnerable points of the coast between Spezia and Naples. To the south, Ansedonia, the ancient Cosa, is visible on an eminence overlooking the sea. An artificial causeway across the lake affords direct communication between Orbetello and the Monte Argentario. As a sign of the progressive nature of the times, it may be mentioned that the town is lighted by electricity; even the small wine-shops, of which there are many, have one or more incandescent lamps.

Electric light.

Porto Santo Stefano.

The "chef lieu" of Monte Argentario is Porto Santo Stefano, a small town of about 4,000 inhabitants, beautifully situated on the sea, and in summer resorted to by bathers. The Bay of Santo Stefano is a fine natural harbour, affording a safe anchorage for ships of the heaviest tonnage. At the time of my visit the Italian battleship "Dandolo" was stationed there. Many of the inhabitants of Santo Stefano are fishermen, sardines and anchovies being largely caught in these waters. Vines are extensively cultivated on the Monte Argentario, the production of wine in good years exceeding 20,000 barrels. There is also a considerable extent of woodland; the woods are cut down at intervals of 12 or 14 years for charcoal. Porto Santo Stefano possesses a sardine factory, where this fish is packed in boxes in the French

Fish.

Wine.

Charcoal.

Sardine factory.

style. There are also manganese mines on the Monte Argentario, facing Orbetello, which are the property of an English firm, Messrs. Rae Brothers, of Leghorn and London. From the summit of Monte Argentario a magnificent view is obtained of the coast-line and of the islands of Giannutri, Giglio, Monte Cristo and Elba; Cometo, Tarquinia, and Civita Vecchia are seen to the south; and inland an expanse of hills and valleys as far as Monte Amiata. Manganese mines.

Convict Prison.

There is a convict prison in Orbetello, formerly barracks, and in connection therewith two prisons at Port Ercole, on Monte Argentario, both occupying what were in former times fortresses, built by the Spaniards to defend the approach to Orbetello. The Director of these prisons, whose residence is attached to the main prison in Orbetello, telegraphed to Rome for the necessary permission, and this having been granted by the Minister of the Interior, I was enabled to view the inside of these prisons, under the escort of the Director, who was most courteous and afforded all possible information on the points of interest. In the three prisons there are about 800 convicts confined. The convicts are in the custody of an armed guard, called the "Guardie Carcerarie," a body similar to the prison warders in England; the exterior of the prison is, moreover, guarded by military sentries. The largest number of convicts is in the Orbetello prison; one of the prisons at Port Ercole, called La Rocca, is used as a prison for invalids; the other, Forte Filippo, from its isolation and greater security, as a place of confinement for refractory convicts and the more desperate characters among them. Convict prison. Principal prison at Orbetello. Prison La Rocca for invalids. Prison Forte Filippo for refractory convicts.

There is no solitary confinement except in punishment cells, the prisoners living together in wards very much resembling barrack rooms, except that the entrance is closed by a heavy iron grating, the door of which is kept always locked. Each convict has a wooden bedstead, which is folded up during the day-time, and he wears a chain which is riveted on to a shackle round the ankle; by night the chain is secured by a padlock to the bedstead or to a ring on the pavement as the case may be. Under the new régime to be introduced into Italy convicts are to be isolated, each in a separate cell, but, owing to the want of suitable buildings, it receives very partial application as yet, while the heavy expense which would have to be incurred for new prisons will for some time to come, and as long as the present financial straits of the country continue, prevent its general application. Internal arrangements. Proposed new régime.

The convicts are clean-shaven and close-cropped, the barbers being all convicts themselves, but a few of the worst characters may be seen wearing beards, not as a privilege, but because it is not considered prudent to place a razor within their reach. At Forte Filippo, situated on a height above Port Ercole, at one time a very important fortress occupying a position of great natural strength, the worst characters are under confinement. I was Refractory convicts and punishment.

shown there three convicts under punishment who were confined in a vaulted chamber, secured constantly by chains to rings in the pavement and deprived of their beds. The chamber was lighted by a solitary small window, iron-barred, but was well-ventilated and spacious; but without any occupation confinement under such circumstances for weeks or perhaps months must be dreadful. I was told of one convict who, on entering the prison, warned the guards that he would avail himself of the first chance offered to try to escape; he was kept, therefore, constantly fastened by his chain and secured in a separate cell.

Escape of convicts.

Two years ago, however, five of the convicts made good their escape from Forte Filippo, and two of them are still at large, one of them a desperate ruffian named Ansuini has many murders to answer for, and has been living as a bandit since his escape in the Maremma and province of Viterbo, levying blackmail, and managing always to elude the Carabinieri in pursuit of him. In order to effect their escape from Forte Filippo, the convicts fastened one of their coarse hempen sheets round one of the iron window-bars, then using a piece of wood as a lever they twisted the sheet so that either the sheet should break or the bar be wrenched out of its socket. The bar gave way and the men managed to squeeze themselves through the very small gap which resulted, gaining the parapet of the fort; then by means of sheets they let themselves down into the moat some 40 feet below, and walked round to the entrance gate of the prison where a bridge crosses the moat and managed to clamber up the outer wall of the moat, gaining a foot-hold in the crevices between the stones where in the lapse of years the mortar had crumbled away. A sentry stationed just over the gateway failed to perceive their escape. They were then free, and divesting themselves of the convict dress, retaining only drawers and shirt, they took the road through Orbetello (instead of the shorter road by the southern strip of land between Monte Argentario and the mainland), where they were seen by a sentry at the powder magazine just before dawn, who, in their white dress, took them for fishermen. They then took to the woods which stretch for miles upon miles in this sparsely inhabited region.

Clothing of the convicts.

The convicts are clad in a rough woollen material with strips of a brownish colour. Formerly a red jacket was worn, not unlike that of the British infantry, and even now all the old stagers retain the red jacket. The cap is without a peak, and the duration of the penalty is indicated by a stripe on the cap, green indicating a life sentence.

Large number of murderers.

As capital punishment does not exist in Italy, many of the convicts are murderers, and green stripes are frequently to be seen.

Food allowed to convicts.

It must be confessed that many of the convicts exhibit a stolid indifference to their punishment, most of them having the appearance of enjoying good health and seemingly of good spirits. Their food consists of two soups a-day, at 7 A.M. and 3 P.M., composed of either haricot beans or macaroni with olive-oil or lard

and 750 grammes (1⅔ lbs.) of good brown bread. Once a fortnight meat is given, but to the invalids four times a week, or oftener if ordered by the doctor.

Canteen. There is a canteen attached to the prison at which the convicts may spend a sum not exceeding 50 c. per day, either out of any earnings or from money sent to the directors by friends. At the canteen meat, bread, cheese, salt-fish, wine, cigars, &c., may be purchased.

Money earned by convicts, how disposed of. When work is to be had, either out of doors or in the prison, the convicts can earn 11*d.* (1 lira 20 c.) per day; of this one-half is retained by the Government, a quarter is passed to the reserve fund, payable to a convict on his release, and the remaining quarter may be spent by him.

Absence of work. The director complained of the absence of work for the convicts, as the latter are much more easy to manage when they have work than when their time is passed in idleness, but work is scarce at present, not only for convicts but also for free labourers, and an outcry would be raised were the convicts to be employed in any public works to the exclusion of a corresponding number of labourers, though in the Maremma there would be ample scope for such.

Contract for provisions. The feeding of the convicts is undertaken by a contractor, who furnishes the provisions at about 50 c. per head per day, inclusive of medicine, which the medical attendant of the prison may order.

Employment available for some of the convicts. Those who had work in the prison were employed shoemaking, basket-making, and carpentering, and convicts may be hired for outside work, mining, quarrying, building, agricultural operations, &c., being sent to their work in the morning under an armed guard and returning at sunset to the prison.

Religious services in the prison. Mass is celebrated every Sunday and Feast-day at an altar which is visible from some of the wards. In the others the convicts are able to follow the service by hearing the bell, which is rung at stated periods during the mass. I was told that last Easter the Passionist Fathers from the Retreat on Monte Argentario attended for the purpose of confessing such of the convicts as desired it, and that as many as 300 received the Holy Communion.

Education. Some education is also imparted to them. In one room I saw a convict (who was under sentence of murder) instructing some of his fellows in elementary subjects. This convict was a fine looking man of superior education, but I learnt that he and four of his brothers and father were concerned in a vendetta murder, and all are or were undergoing a life sentence in prison.

Kindness of Director. All the convicts seemed to be much pleased to be spoken to by the Director, whose manner to all was kind—exceedingly kind—and sometimes he would place his hand on a man's shoulder as he spoke to him.

Discharge of prisoners. When the period for a prisoner's discharge approaches he is isolated from the other prisoners and permitted to grow his beard. Strange though it may appear, not unfrequently some of the aged convicts, when their term has expired, beg to be allowed to remain in the prison, alleging as a reason that they have no longer any friends in the world and don't know where to go or what to do for a living.

Convict for 59 years. On the other hand, I saw an old convict who had been no less than 59 years in prison for murder, who entreated the

Director to procure his release, seizing his hand and kissing it. The treatment is humane, and undoubtedly the food is better than very many of the poorer classes in the country can obtain, but a great defect is the absence of work, which renders the word "hard labour" quite a misnomer.

Humane treatment.

ELBA.

Mr. Vice-Consul Tonietti reports as follows:—

General trade of Elba.

The general trade of the island of Elba consists in the export of its products, the principal of which are iron ore and wines, and the import of the articles of necessity required by its 24,000 inhabitants.

Trade of the island only partially developed. Its possibilities.

But the trade of Elba is by no means proportionate to the fertility and producing-power of the island, and it might be greatly developed and increased. Its extensive iron ore mines, covering about 2,000,000 square yards, its granite, marble, copper, clay, quartz, chalk, salt, its tunny, sardine, and anchovy fisheries, its geographical position, large bays and commodious harbours, its excellent climate, its industrious and orderly population, all would contribute to make Elba a commercial centre of far greater importance than it has yet attained.

Principal cause of restrictedness of iron ore trade.

One of the principal causes that tends to confine the Elban iron ore trade within too narrow limits is the "diritto di Regalia," a privilege by which the Italian Government claim the right to let the mines, to enjoy a proportion of the revenue (bringing to the Treasury some 25,000*l.* to 30,000*l.* annually), and to limit the output of ore to a given quantity. Were it not for this royalty, Elban iron ore could be sold at a much lower figure; and the proximity of the mines to the sea and consequent facilities of shipment afford great advantages of convenience over the ores of Spain and Africa. Further, the owners of land in which there are deposits of ore would be able to work them on their own account, a course which they are now prohibited from following by Government privileges.

A B to be presented for the removal of some restrictions.

A Bill is to be presented to the Senate when Parliament reassembles with the object of placing the inhabitants of Elba on the same footing as other Italians with regard to the rights of the subsoil. It is to be hoped, in the interests of the freedom of commerce, that it may become law.

The mines are let to June 30, 1897.

The iron ore mines of Elba are now let to a private individual for five years, *i.e.*, from July 1, 1892, to June 30, 1897, and the output is restricted to 180,000 tons a year.

Decrease in demand for ores in United States.

The demand for Elban ore in the United States has suddenly slackened, and the output for 1892 did not, in consequence, attain the quantity authorised by Government. Nor is the situation likely to improve in the present year unless a market should be opened up in France, where 1,000 tons have just been sent.

Vintage. Phylloxera.

In spite of the inroads of the phylloxera, which spread to all the six communes of the island with alarming rapidity, the

export of wine and grapes has somewhat increased. The conduct and enterprise of the people under this difficulty have been admirable, and 250 acres of vineyards have already been replaced by American vine-shoots which are calculated to resist the ravages of the phylloxera. As the work of reconstituting the vineyards is progressing thus rapidly, it may be hoped that the export of wine will not fall off.

Want of uniform character in Elba wines.

The value of the wine would greatly increase if the wine-growers of Elba knew how to give it a more uniform character. It resembles French claret, and perhaps surpasses it in its richness in (Fe2O3/e) (P2Q5/). Some samples of Elba dinner wines sent to exhibitions were declared at Bordeaux to be unrivalled, and were awarded a 1st class gold medal at Paris and a gold medal at Rome.

Grapes of Elba not exported for consumption.

The grapes of Elba, although excellent, are only exported for the manufacture of Vermouth, and not for purposes of consumption, there being no one in the island who understands the methods of packing and preparing them for long journeys.

Value of wines sent to different countries not shown.

Table C. does not show the values of exports of wine to the various countries, such as Austria, Switzerland, Germany, Russia, and Egypt, because the wine is cleared for Genoa and Leghorn in transit, and no official record is kept here of its ultimate destination.

Cause of decrease in import of cereals.

There has been a decrease in the import of cereals, as the inroads of the phylloxera have caused the people to take to a greater extent to the cultivation of corn, and the island has thus been able partly to supply its own wants.

Shipping.

2,917 vessels touched at the island of Elba during the year 1892, and 2,929 vessels cleared outwards. Of these only 43 were of foreign nationality (all British), the remainder sailing under the Italian flag. Of the 43 British ships, 9 cleared for Great Britain and 34 for the United States, all with cargoes of iron ore.

Annex A.—Return of all Shipping in the Port of Elba during the Year 1892.

Entered.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	43	58,154	43	58,154
Italian	1,852	31,175	1,019	83,620	2,874	114,795
Total	1,852	31,175	1,062	141,774	2,917	172,949
,, for the year preceding ...	1,597	29,595	1,138	178,246	2,735	207,841

Cleared.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	43	58,154	43	58,154
Italian	1,855	32,629	1,031	87,512	2,886	120,141
Total	1,855	32,629	1,074	145,666	2,929	178,285
,, for the year preceding ...	1,560	29,541	1,132	179,958	2,692	209,499

Annex B.—Return of the Principal Articles of Export from Elba during the Years 1892–91.

Articles.	1892.		1891.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Iron ore	128,964	60,782	211,635	104,817
Wine	7,673	53,894	6,932	51,129
Grapes	660	5,080	437	3,396
Salt	2,000	28,000	1,400	19,600
Clay, quartz, marble, and granite	5,400	6,000	5,570	6,500
Other articles	5,500	16,520	7,365	15,624
Total	150,197	170,276	233,339	201,066

RETURN of the Principal Articles of Import to Elba during the Years 1891–92.

Articles.	1892.		1891.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Cereals	3,881	49,210	5,095	65,765
Cattle	1,570	16,700	1,460	15,800
Iron and building materials	3,530	5,900	3,111	4,990
Olive-oil	306	11,940	308	12,010
Soap	264	4,392	279	4,554
Petroleum	100	4,000	100	4,000
Sulphur	700	2,800	650	2,950
Other articles	6,500	18,800	7,100	23,000
Total	16,851	113,742	18,103	133,069

Annex C.—TABLE showing the Total Value of all Articles Exported from and Imported to Elba from and to Foreign Countries during the Years 1891–92.

Country.	Exports.		Imports.	
	1892.	1891.	1892.	1891.
	£	£	£	£
England	11,000	11,150	..	..
Italy	70,276	83,066	113,742	133,069
United States of America	53,000	74,850	..	..
Argentine Republic ..	36,000	32,000	..	..
Total	170,276	201,066	113,742	133,069

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1894.

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DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

ITALY.

REPORT FOR THE YEAR 1892

ON THE

TRADE OF VENICE AND ANCONA.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1151.

Issued during the Recess and Presented to both Houses of Parliament by Command of Her Majesty.

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ITALY.

FLORENCE.

Consul-General Colnaghi to the Earl of Rosebery.

My Lord, *Florence, January* 1, 1894.

I REGRET to report to your Lordship that, owing to the delay in the publication of the Annual Report of the Chamber of Commerce of Venice, Mr. Vice-Consul de Zuccato has been unable to draw up his Commercial Report for the year 1892 before the present date, I have now the honour to transmit it to your Lordship together with Mr. Vice-Consul Tomassini's Report on the Trade of Ancona for the same year. Mr. Tomassini's Report, which was prepared some months since, had been kept back in order that the two Reports might appear in the same number of the Annual Series.

I have, &c.

(Signed) D. E. COLNAGHI.

Report on the Trade and Commerce of the Vice-Consular Districts of Venice and Ancona for the Year 1892.

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* Exchange during the year averaged 28 lire per 1*l*.

Venice.

Shipping and Navigation.

British shipping.

In the year 1892, 228 British steam ships, with an aggregate tonnage of 295,192 tons, entered, and the same number, with the same tonnage, cleared from the port of Venice, there being a falling off, as compared with 1891, of 40 steam vessels, with 53,043 tons, in the entries, and 41 steamers, with 53,045 tons, in the clearances.

This decrease was again principally due to the large stock of coal remaining from the preceding year, to the high protective duties still in force on cereals and colonial produce, and to the British ships now visiting this port being of a much larger burthen.

Ships under all flags.

It will be seen by the following tables showing the number and tonnage of all ships arrived at and departed from Venice, that 2,581 sailing ships and 1,014 steam vessels entered this port in 1892, there being an increase of 75 sailing ships and 2 steam vessels as compared with the previous year. The total tonnage of the entries of the sailing and steam ships abovementioned was 944,996 tons, with a decrease of 6,650 tons in comparison with 1891.

Annex 1.—Return of all Shipping at the Port of Venice during the Year 1892.

Entered.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	228	295,192	228	295,192
Italian	2,030	108,979	380	321,168	2,410	430,147
Austro-Hungarian	524	25,373	280	124,424	804	149,797
German	...	...	67	28,475	67	28,475
Swedish and Norwegian	...	...	47	23,865	47	23,865
Greek	14	2,670	10	11,204	24	13,874
Dutch	...	...	2	2,914	2	2,914
Turkish	10	625	...	...	10	625
Montenegrin ...	3	107	...	...	3	107
Total	2,581	137,754	1,014	807,242	3,595	944,996
,, for the year preceding ...	2,506	140,820	1,012	810,826	3,518	951,646

Cleared.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	228	295,192	228	295,192
Italian	1,999	107,440	382	319,289	2,381	426,729
Austro-Hungarian	524	25,593	281	123,061	805	148,654
German	...	...	67	29,409	67	29,409
Swedish and Norwegian	...	...	47	23,856	47	23,856
Greek	13	2,644	10	11,213	23	13,857
Dutch	...	...	2	2,914	2	2,914
Turkish	9	358	...	...	9	358
Montenegrin ...	3	107	...	...	3	107
Total	2,548	136,142	1,017	804,934	3,565	941,076
,, for the year preceding ...	2,498	141,538	1,011	812,941	3,509	954,479

Direct Trade.

Imports and exports.

I regret to have occasion to report that in the import and export trade with Great Britain there was again a falling-off in 1892 of 63,803*l.* for the former, and 99,350*l.* for the latter.

General trade.

In the total value of all merchandise imported and exported from Venice there was also a decrease of 94,390*l.* in the imports, and 363,362*l.* in the exports.

Imports, grain.

There was a slight increase in the imports of grain, due to an active demand in the beginning of the year; but the general transactions in grain from abroad were unimportant in 1892.

Colonial produce.

There was a decrease in the imports of colonial produce in quantity and value in 1892.

Hardware.

There was a slight diminution in the imports of hardware and earthenware, which are chiefly imported from Austria and Germany, as the firms of those countries are represented by competent agents, who speak the Italian language, and take pains to ascer-

tain the wants of their customers, and to supply them with articles which correspond in quality and price with their requirements.

Coals and petroleum.

The imports of coals and petroleum were nearly equal to those of 1891.

Oil seed.

There was a diminution in the importation of oil seed, as the demand fell off in the latter part of the year.

Yarns and manufactures.

In yarns and manufactures there was a falling-off in 1892.

Fish, dried and prepared.

There was an increase in the quantity of dried and prepared fish imported into this port in 1892, but a decrease in value as compared with the previous year.

Exports.

Wines.

In the export of wine there was an increase, but a falling-off in the value, owing to the low prices fetched, in consequence of the abundant vintage in 1892.

Timber.

There was a diminution in the exportation of timber, Venice having now to compete with Trieste and other Austrian markets.

Matches.

In the export of matches of local manufacture there was an augmentation in 1892.

Beads and enamels.

There was a decrease in the exports of glass beads and enamels, there being but a small demand for such articles in 1892.

Condition of trade in 1892.

In conclusion, the condition of the general trade continued unsatisfactory during the year under review. The causes which are considered to restrict the trade of Venice are the same as those stated in my commercial report for the last year, namely, the want of direct and efficient lines of steam navigation between Venice, India, and America; the imposition of high protective duties; the vexatious customs laws; the high rates of the Italian railways compared with those of Austria; and other heavy burdens imposed upon the merchants by the Government, the Municipality, and the Chamber of Commerce.

General remarks.

The statistical returns from the local Chamber of Commerce for 1892 not having yet been published, I was compelled to send a clerk of the Consulate to the Chamber to copy the required particulars from the books, and I consequently hasten to forward this short report, fearing that otherwise it may be too late for publication.

Annex 2.—RETURN of Principal Articles of Import to Venice during the Years 1892–91.

Articles.	1892.		1891.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Wine and spirits ..	91,721	970,895	82,236	1,190,617
Animals for slaughter..	5,446	253,934	5,254	251,587
Stearine candles ..	235	10,470	244	10,869
Paper, books, and prints	3,739	102,014	3,932	150,417
Wax	146	16,313	215	24,217
Wheat and other grain	136,327	1,294,707	116,507	1,076,952
Glass, beads, and enamels	913	150,913	1,063	166,262
Resin	1,120	5,379	1,544	7,415
Colonial produce and drugs..	5,810	280,326	7,228	294,560
Colours and dye-woods	1,498	41,794	1,522	39,811
Indigo	61	42,840	44	30,940
Fuel, coal, &c.	460,852	536,688	457,775	588,679
Hardware, earthenware, and jewellery ..	1,175	40,849	1,251	45,581
Cheese	1,996	204.286	1,804	192,165
Fruits	21,636	271,050	25,757	383,430
Glucose	7	136	1	26
Gums	190	15,248	527	20,616
Timber, rough and worked	63,421	239,936	83,161	308,807
Yarns and manufactures, silk, woollen, and cotton	6,279	1,171,430	5,828	1,150,982
Hemp	7,059	208,949	7,816	231,368
Cotton	15,862	634,512	16,279	651,146
Wool	963	105,941	976	117,426
Other materials for weaving	844	13,662	881	14,302
Medicines and medicinal preparation ..	3,414	125,172	2,940	124,778
Metals, rough and worked	14,403	248,518	13,836	281,095
Natron	20	106	59	308
Nitre	434	9,909	490	11,181
Oils	20,630	921,137	21,193	701,075
Petroleum	21,703	149,203	22,137	139,923
Hides and leather ..	3,314	316,166	3,483	318,904
Fish, dried and prepared	8,147	219,816	7,438	229,587
Stone, lime, and cement	155,507	124,122	88,716	80,318
Salt	12,463	14,946	21,576	25,892
Soap	850	25,503	939	28.191
Raw silk, cocoons, and waste..	442	211,024	281	136,160
Oil seed..	8,783	98,474	12,052	129,362
Butter	2,355	92,505	2,992	107,478
Tobacco..	2,892	82,612	2,747	78,806
Gall-nuts and bark ..	2,127	28,865	2,293	31,311
Sulphur..	54	3,780	35	2,342
Matches and inflammable materials ..	11,255	45,021	11,543	60,024
Sundries	50,875	373,931	42,015	362,544
Total	1,143,966	9,703,032	1,078,294	9,797,472

Annex 3.—Return of the Principal Articles of Export from Venice during the Years 1892–91.

Articles.	1892.		1891.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Wine and spirits ..	69,586	641,258	60,163	796,980
Animals for slaughter..	182	15,285	123	11,258
Stearine candles ..	135	6,012	160	7,112
Paper, books, and prints	2,083	69,804	2,218	90,450
Wax	713	111,224	779	121,281
Wheat and other grain	99,270	984,872	105,709	1,044,326
Glass beads and enamels	562	168,576	443	135,253
Resin	568	2,730	452	2,170
Colonial produce and drugs..	4,134	237,000	6,085	277,004
Colours and dye-woods	872	31,832	1,008	33,963
Indigo	58	44,370	42	29,820
Fuel, coal, &c.	275,059	314,098	281,221	357,669
Hardware, earthenware, and jewellery ..	6,533	250,697	6,119	240,323
Cheese	1,248	127,702	1,222	129,391
Fruits	11,297	171,849	11,696	220,092
Glucose	1,017	18,717	960	17,678
Gums	130	10,456	144	11,576
Timber, rough and worked	38,267	207,982	39,219	248,724
Yarns and manufactures, silk, woollen, and cotton	7,813	1,072,260	6,985	1,023,428
Hemp	6,961	206,049	9,314	275,710
Cotton	13,014	520,586	12,917	516,704
Wool	692	76,186	920	101,255
Other materials for weaving	922	1,488	63	1,366
Medicines and medicinal preparations ..	2,169	96,112	2,351	99,911
Metals, rough and worked	9,955	137,662	7,444	123,083
Natron	..	..	28	148
Nitre	..	..	0·1	2
Oils	16,202	722,490	17,017	572,171
Petroleum	19,662	134,624	24,395	152,941
Hides and leather ..	3,469	301,452	3,278	279,666
Fish, dried and prepared..	4,896	130,830	5,001	157,582
Stone, lime, and cement	20,780	17,312	16,105	29,626
Salt	17,586	21,104	16,043	19,253
Soap	749	22,476	565	16,965
Raw silk, cocoons and waste	437	208,320	312	151,024
Oil seed..	8,426	87,868	10,248	111,795
Butter	1,663	52,630	4,371	111,087
Tobacco..	2,537	77,482	2,374	73,644
Gall nuts and bark ..	1,628	23,450	1,900	27,363
Sulphur.. ..	1,180	24,658	11,247	74,258
Matches and inflammable materials ..	8,973	36,776	1,582	27,111
Sundries	21,956	258,367	18,986	286,985
Total	682,569	7,644,586	691,247	8,008,148

Annex 4.—TABLE showing the Total Value of all Articles Imported to Venice from Foreign Countries during the Years 1892–91.

Country.	Value.	
	1892.	1891.
	£	£
By land and river navigation ..	3,721,528	3,941,888
Great Britain	825,938	889,741
Italy	2,186,246	2,133,478
Austria-Hungary	640,211	601,702
East India	565,228	768,336
Russia	522,273	484,025
Turkey	423,484	241,440
Roumania	242,191	178,038
Africa	136,138	61,834
United States of America ..	101,944	147,382
France	89,399	97,222
Belgium	85,139	31,274
Germany	60,415	39,120
Sweden and Norway	57,583	56,010
Greece	31,860	102,579
Holland	7,257	3,091
China	4,719	11,588
Arabia	1,427	2,970
Japan	102	5,274
Brazil	..	480
Total	9,703,082	9,797,472

Annex 5.—TABLE showing the Total Value of all Articles Exported from Venice to Foreign Countries during the Years 1892–91.

Country.	Value.	
	1892.	1891.
	£	£
By land and river navigation ..	5,344,136	3,563,644
Great Britain	223,990	323,340
Italy	1,122,020	1,034,130
Austria-Hungary	378,782	401,258
Turkey	182,406	132,164
Greece	110,303	158,898
Africa	97,625	111,314
United States of America ..	60,825	53,774
East India	52,238	159,564
Roumania	22,616	16,834
Germany	22,304	5,600
France	8,838	13,880
Russia	6,560	5,672
Australia	2,524	11,771
Portugal	2,268	1,006
Japan	2,095	8,513
Belgium	1,698	205
Holland	1,242	2,164
Arabia	1,093	1,164
China	838	1,389
Sweden and Norway	185	729
Denmark	..	85
Total	7,644,586	8,008,148

TABLE of Weights and Measures.

1 ton (1,000 kilogrammes)	= 2,204 lbs. avoir.
1 kilogramme	2·204 „ „
1 kilometre	0·621 miles.
1 metre	1·094 yards.
25 Italian lire	£1 sterling at par.
100 centimes	1 Italian lira.

ANCONA.

Shipping.

During the year 1892, the total number of entries from all parts amounted to 447 steamships, of which 413 with cargoes and 34 in ballast with an aggregate of 397,349 tons. In comparison with the year 1891, these statistics show a decrease of 5 steamships in arrival during 1892, but an increase of 400 tons.

There is also a decrease in the number of crews which, from 18,370 in 1891, descended to 15,943 in 1892.

This corresponds with the prevailing system adopted in the mercantile marine of building ships of large tonnage carrying small crews.

The entries of sailing vessels have also decreased in number, but increased in tonnage. In fact, 391 sailing vessels with an aggregate of 21,251 tons, and crews numbering 2,101 hands, entered during the year under review, in comparison with 424, having an aggregate of 19,524 tons and 2,168 hands, the previous year.

The number of departures amounted to 452 steamships, with an aggregate tonnage of 40,999 tons and 16,175 hands, and 409 sailing vessels, having a total tonnage of 20,794 tons, with 2,176 hands.

TABLE showing the Arrivals of Vessels of all Nations during the Year.

STEAMSHIPS.

Nationality.	With Cargoes.	In Ballast.	Tonnage.	Crews.
Italian	242	17	266,252	11,846
British	57	..	79,048	1,628
Austro-Hungarian ..	78	15	22,709	1,732
German..	17	1	15,364	379
Swedo-Norwegian ..	13	1	8,475	229
Greek	4	..	3,905	86
Danish	2	..	1,596	43
Total	413	34	397,349	15,943

SAILING VESSELS.

Nationality.	With Cargoes.	In Ballast.	Tonnage.	Crews.
Italian	305	70	20,250	2,022
British	1	..	82	6
Austro-Hungarian ..	14	..	601	63
Russian..	1	..	318	10
Total	321	70	21,251	2,101

The mail steamers of the Peninsular and Oriental Company not being any longer subsidised by the Italian Government, ceased calling at this port after December, 1891, thus causing a decrease of over 50,000 tons in British arrivals.

Crude tartar. The export of tartar shows an increase of 2,500 quintals (500 cwt.) during the year. The total quantity exported amounted to 8,676 quintals (1,735 cwt.) principally for Austria, Germany, and the United States.

Wines. In consequence of the reduction of duty on entry into Austria the exports of wine considerably increased. According to the statistics published by the local Chamber of Commerce, 5,785

quintals (1,157 cwt.) of wine were exported to Austria during the year 1892.

Petroleum. Fearing an increase of duty on imports of petroleum, the quantity received from the United States amounted to 16,000 quintals (3,200 cwt.), being 11,000 quintals (2,200 cwt.) in excess of the quantity imported in the course of the previous year.

Coal. The coal trade with Great Britain varies very little as to quantity, the imports for the year amounted to 136,000 tons against 139,000 tons received in 1891.

Dry fish. The trade in dry fish with North American ports is now limited to one small cargo per annum. The wants of the population are supplied by Norway, from whence steamers are despatched, calling at Spanish and Italian ports. The advantage in this system is, that fish dealers are not obliged to store the fish for a long period; the communication with Norway being frequent, fresh supplies may be ordered as required.

Cocoons. The crop of cocoons was inferior in quantity to that of 1891.

The official statistics show that instead of 666,865 kilos. (13,340 cwt.), the production was 569,615 kilos. (11,400 cwt.) in 1892, being a difference of 97,250 kilos. (1,940 cwt.) less. Prices, however, compensated in part for the deficiency in quantity as, from 2 lire 71 c. (2*s.*), they rose in 1892 to 3 lire 10 c. (2*s.* 3*d.*) the kilo. (2·20 lbs.), so that the monetary difference was only about 40,000 lire (1,428*l.*) less.

It may be noted that the production of cocoons, which reached to over 900,000 kilos. (18,000 cwt.) in the year 1890, declined in the two following years.

Wheat. From 6,000 quintals (1,200 cwt.) of grain imported in 1891, the imports, in 1892, increased to 33,000 quintals (6,600 cwt.), of which 16,000 quintals (3,200 cwt.) were received from Russia and 17,000 quintals (3,400 cwt.) from Roumania.

Raw sugar. The imports of raw sugar from Austro-Hungary were over 80,000 quintals (16,000 cwt.) against 50,000 quintals (10,000 cwt.) received from the same source during 1891; about 40,000 quintals (8,000 cwt.) were imported, for the first time, from Germany.

The trade in this article with Russia, which reached to over 135,000 quintals (27,000 cwt.) in 1891, declined to about 8,000 quintals (1,600 cwt.) in 1892.

No sugar was imported from Egypt, from whence 35,000 quintals (7,000 cwt.) were received the previous year.

The total imports of raw sugar from Austria, Germany, and Russia amounted to 128,000 quintals (25,600 cwt.).

Chemicals. The imports of chemicals amounted to 5,500 quintals (1,100 cwt.), of which 3,500 quintals (700 cwt.) were received from Great Britain for general purposes, and 2,000 quintals (400 cwt.) from Austria for the sole use of the local paper mills.

Telegraph service. Beside the 20 branch offices established within this district during the year 1891, eight others have been added, and, notwithstanding the fact that several of these eight branches were established in places containing few inhabitants, the facilities afforded were eagerly taken advantage of.

The following table shows where the additional branch telegraph offices are located and the number of messages forwarded and received during the year :—

Where Located.	Messages Forwarded.	Messages Received.	Total.
Belvedere Ostrense	226	568	794
Falconara Marittima	1,621	1,369	2,990
Morro d'Alba	180	536	716
Numana..	392	777	1,169
Offagna	160	640	800
Ostra-Vetere	329	643	972
Ripe	201	545	746
Sammarcello	182	497	679
Total	3,291	5,575	8,866

From the 29 telegraph offices within this district, 69,175 private telegrams were forwarded during the year, of which 65,217 were for the interior and 3,958 for foreign countries. The number of messages received amounted to 107,104, of which 103,339 were from the interior and 3,765 from abroad.

Adding to the above the number of Government and service telegrams, amounting to 8,506, the telegraphic movement of this district during the year was represented by a total of 185,185 messages, in comparison with 178,278 the year previous, being an increase of 6,907 telegrams.

Female labour.

According to the statistics compiled by order of the Minister of Agriculture, Industry, and Commerce, with reference to the number of females employed in the several industrial establishments at Jesi within this district, the result shows that 1,485 women are at work, as per following table :—

In—	Women Employed.
	Number.
17 Spinning mills	814
Silk mills	409
Woollen manufactory	12
Match manufactory	79
Agricultural experiments	14
12 Silk cultivating factories..	67
19 Hosiery factories	90
Total	1,485

The ages of the 1,485 women employed as above are divided as follows :—

Description.	Number.
Girls under 18	171
Women under 30	887
„ above 30	427

Of which 892 are spinsters, 548 married, 38 widows with children, and seven widows without children.

The wages of each female employed average 80 c. (7*d.*) for a day's work of 12 hours.

Besides these 1,485 females, 86 others are occasionally employed on night work, in weekly turns.

Local industries.

No new industries have been started in Ancona during the year. Those already in existence, among which the principal are Messrs. D. Cattro and Co.'s metallurgical establishment and the sugar refinery, are proceeding satisfactorily.

The metallurgical works give constant employment to over 200 hands. The average wages paid for a day's work of 10½ hours are as follows :—

Description of Employment.	Average Wages.	
	Currency.	Sterling.
	Lire c.	*s. d.*
Boiler-makers	4 50	3 2
Iron founders	4 00	2 11
Rivetters	4 00	2 11
Turners	4 50	3 2

In comparison to previous rates, wages have increased by about 10 per cent. within the last 3 years.

All materials for boiler-making, as well as pig-iron, coal, and coke are imported from Great Britain.

These works are now being enlarged, and accommodation will be provided for building steamships of any size or tonnage.

The local sugar refinery employs 400 hands, of whom 20 are women. The wages paid are 2 lire (1*s.* 5*d.*) for men, and 1 lira (8½*d.*) for women, for a day's work of 10½ hours. There has been no rise in wages since the establishment of the works in 1885.

Harbour works and improvements.

A new projecting mole, 330 feet long, 213 feet broad at the shore end, and 113 feet at the far end, is now being built for the purpose of allowing ships drawing 24 feet of water to lie alongside and discharge cargo. The mole will be carried out in a south-west direction, and when completed will be provided with two covered sheds for the reception of goods.

Dredging operations have been continued during the year, and vessels drawing 24 feet of water now find good anchorage: unless, however, arrangements are made for lengthening the south breakwater, so as to avoid the strong current which leaves a

deposit of sand and mud, the actual depth of water in the harbour will soon decrease.

The total imports of all articles, both by land and sea, amounted to about 191,000 tons, in comparison with 203,000 tons imported during the year 1891, being a difference of 12,000 tons less. General remarks.

The decrease in the imports was shown principally in raw sugar and jute. With reference to the latter article it is surmised that either it is not so much in demand, or that it is landed at some other port where freights and expenses are less than at Ancona.

The exports increased by 1,000 tons, being 38,000 tons, against 37,000 tons exported during the previous year. The articles which contributed to the increase of exports consisted of building materials, fuel, tartar, wines, and wearing apparel.

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